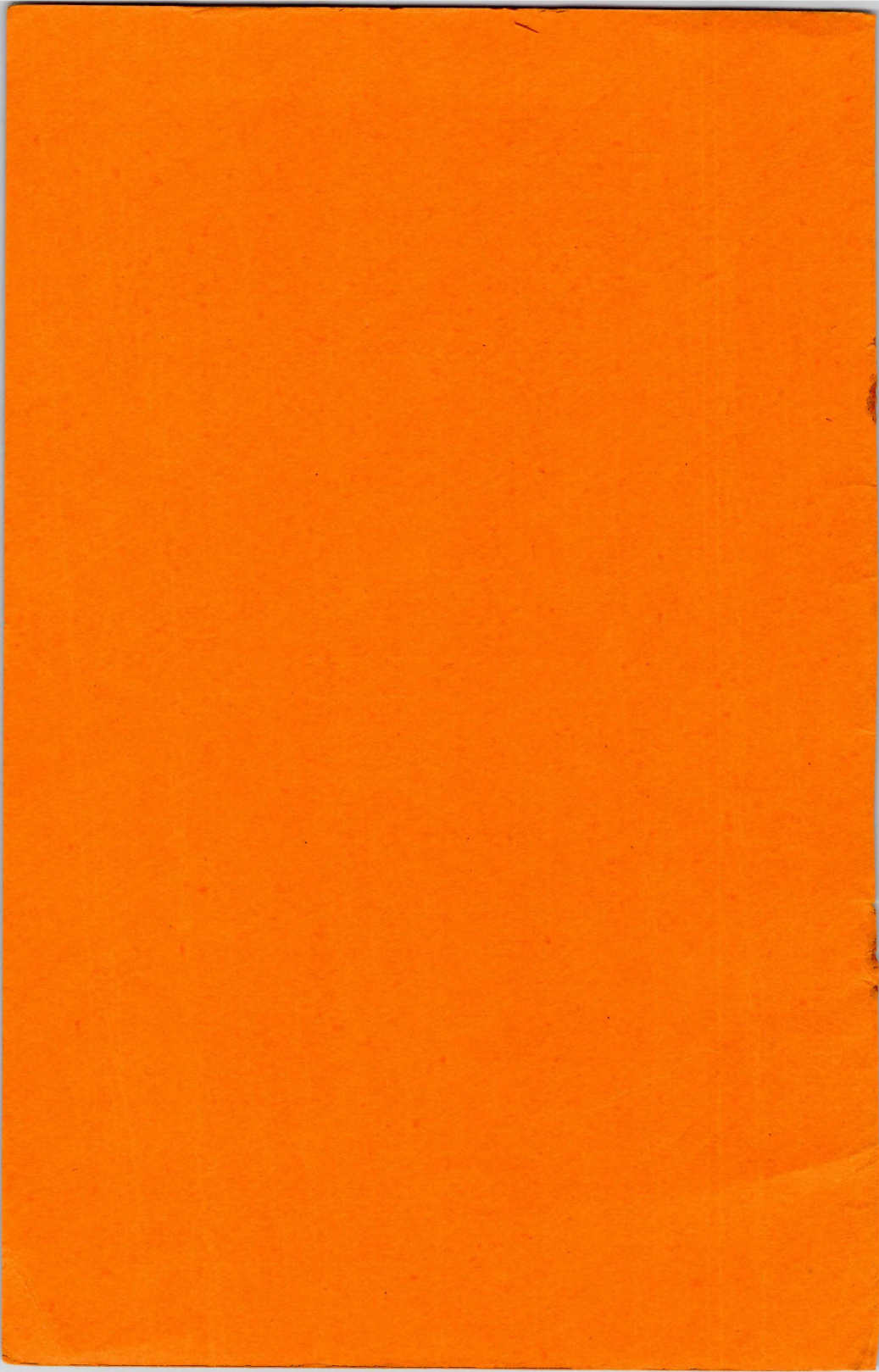


Fairlie
District
High School

75th JUBILEE

SOUVENIR BOOKLET

1st JANUARY, 1955.



\$20

NZ Educ

/Reg. Hist

-Fairlie

Fairlie District
High School

75th JUBILEE

SOUVENIR BOOKLET

W. M. Beynon - Printer
Timaru.

75th Jubilee Programme

SATURDAY, 1st JANUARY, 1955

— 8 p.m. —

AORANGI HALL

SOCIAL AND SPEECHES

Admission by Badge

SUNDAY, 2nd JANUARY, 1955

— 1.45 p.m. —

SERVICES AT OWN CHURCHES

Assemble at School

CAR DRIVE

MONDAY, 3rd JANUARY, 1955

— 9 a.m. —

ASSEMBLE AT SCHOOL

Fall in with Decade

ROLL CALL PHOTOGRAPHS

PICNIC AT SCHOOL GROUNDS

— 8 p.m. —

G R A N D B A L L

FOREWORD

It must be well over 100 years now since the first white man looked down on the Fairlie basin where the township of Fairlie now stands.

The country was covered with tall snow grasses, flax and tussocks, thick patches of mattagouri, and tahuna scrub. Everywhere were the rootings of pigs. Along the waterways wild fowl were to be seen by the thousand. The Opihi River was tussock to the water's edge and must have looked wonderful sheep country. There were very few bare patches except along the creeks and riverbeds where the floods had made tracks, a lot of the rest being so thick with tussock and scrub that a man on foot could not force his way through.

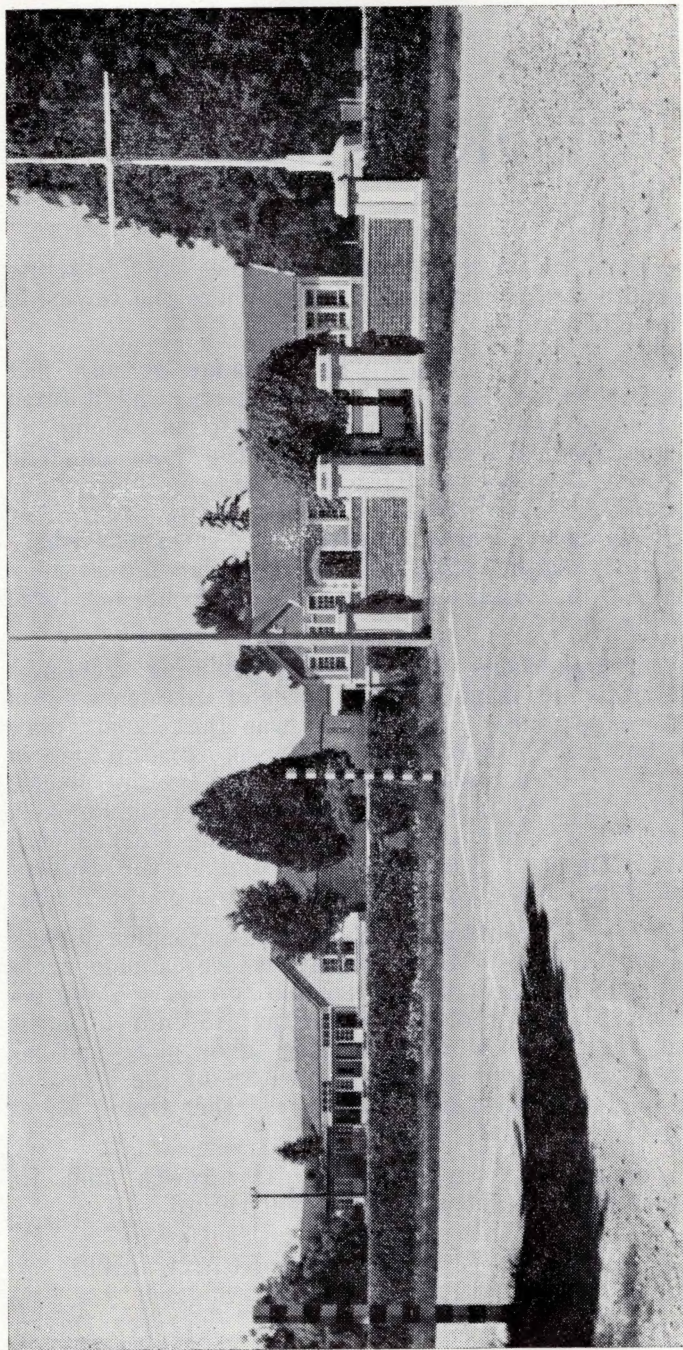
The first paddocks were made by grubbing firebreaks and leaving two or three hundred yards of this dense scrub and tussock as fences. The centre was then burnt, piles of scrub being used as gates. The Maoris came up here in the summer catching eels, woodhens and young ducks, which they cured in their own fat or sun-dried and smoked.

The next we know is this country being stocked with sheep from Raincliff Station, which took in the country from the Opihi to the Opuha and to the top of the Range.

The observer would notice the absence of cabbage trees after coming through Totara Valley, where cabbage trees were so thick in places that one couldn't ride a horse between them. This would be puzzling to him until he observed where a great upheaval had taken place and the Brothers Hill had split and let the waters of the lake out, making another outlet now known as the Opihi River Gorge.

It is about this town of Fairlie, its growth and its people that this booklet is a permanent record.

—FRANK ISITT



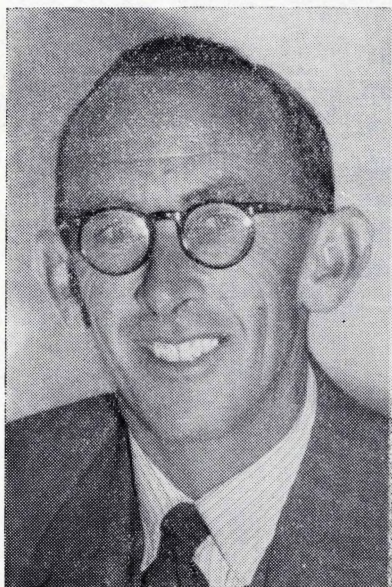
PRESENT SCHOOL.

FAIRLIE DISTRICT HIGH SCHOOL HEADMASTERS

- 1879—W. Cuthbert.
1880-83—F. R. Gillingham.
1884-96—J. A. Auld.
1897-07—J. R. Wallace.
1908-12—D. McCaskell.
1913-15—R. B. Clarke.
1916-19—F. Piper
1920-26—J. R. Wilson.
1927-29—S. H. Sullivan.
1929-31—R. G. Watson.
1932-34—C. D. Gilling.
1935-40—B. F. Hayman.
1941-43—E. L. Breach.
1944-46—A. J. T. Withers.
1946 to date—L. F. N. Ward.



F. C. Isitt, Chairman Jubilee Committee



W. H. Heads
Chairman School Committee



L. F. N. Ward
Headmaster

The last 25 years: 1929-1954

The recording of events in the growth of the School since the Golden Jubilee—1929 includes an important part of the School's history.

During this period there occurred the depression and a subsequent falling in roll numbers. This was followed by World War II and since the cessation of hostilities in 1945, the roll numbers in common with all other Schools have increased considerably.

From 1939 onwards we have also experienced a period of consolidation of smaller schools surrounding districts. It will thus be seen that the School of 1954 presents an entirely different organization from that of earlier decades.

There is now a more liberal staffing—a wider curriculum in the High School, and better teaching facilities, while the Committee is provided with more liberal capitation grants and allowances.

Those who are privileged to work in the interest of the School, at the present time, realise the great advances that have been made, and we acknowledge with thanks and gratitude the work of Committees and teachers in past decades, who built on sure foundations, and, in the face of many handicaps, helped to develop the School of which we are all proud today.

In 1929 at the time of the Golden Jubilee, the Secondary Department had been in existence only seven years, and had been provided with a new building of two rooms in 1927.

In 1928 and 1929 the School had the highest roll on record up to that time, there being 146, primary pupils and 56 High School pupils. Prior to 1927 High School pupils were accommodated in the present Domestic science room.

The period from 1929 to 1937 shows a steadily decreasing roll in both primary and Secondary departments. Records show that this was causing the Committees some concern, because it meant a possible reduction in Staff, and less money for capitation purposes.

The smaller roll was no doubt, partly due to the depression years. The Secondary department roll also fell as low as 25—due mainly it is considered to the lack of conveyance for pupils from outlying districts.

There is a noticable increase in High School enrolments for a few years following the first period of consolidation.

In 1939 the St. Joseph's Convent School was opened, and this accounts for a slightly smaller roll for a few years in the Primary Department.

Since 1946 rolls in both the Primary Department and the High School have increased steadily, the peak rolls for 1954 totalling 359 pupils.

At present there is a staff of eight assistant teachers in the Primary department, and three assistant masters in the High School. In addition we have Domestic Science, and Woodwork metalwork teachers for three days each week; Commercial teacher one day; Dressmaking (High School) two days; Horticulture two days. There is now a staff of seventeen teachers.

BUILDINGS.

Following the erection of the High School in 1927, the Committee of those days, began a campaign to have the Headmaster's residence replaced. There were delays due to the depression and other causes, and much correspondence to the Education Board and to the Education Department. The present up to date and comfortable residence was eventually completed in 1936 and is built slightly to the rear of the old site.

The next building planned was the new Infant School, and from 1939 onwards, there appears to have been considerable correspondence on the matter. However, the roll at this time was not increasing very noticeably, and during the 1939-45 war, there was little hope of much progress.

In 1942 another move was made to buy a section of land adjoining the school, and this area became School property in 1946. An extra quarter acre was then added in 1948 and on this section the New Infant department was erected in 1951. The Infant classes had been working in the old building at the rear of the brick school, and with more than 70 children in two small rooms, a new building has become an urgent necessity.

We are now fortunate in having a completely up to date and fully equipped Infant Department.

A further addition to buildings was made in 1947, when, due to an increase in our High School roll to a three teacher unit, a room was added from the old Mt. Nessing School.

Then in 1953 we were granted special buildings and facilities for our Horticulture Course.

The recent increase in the primary roll numbers have resulted in further shortage in accommodation.

At present one class is using the Presbyterian church hall, and every effort is being made to have a new High School, erected on the land adjoining the west side of the playing area. This land has recently been acquired by the Education Department from the State Housing Department.

When the new High School is erected it will provide all modern facilities.

Junior primary classes will use the present High School buildings and the layout of the whole school will be ideal in every way.

Some Other Interesting Facts Of Recent Years.

1939—Cooking classes commenced for pupils from Albury, Cricklewood, and Convent Schools.

1942—Old building renovated. (Now condemned).

High Pressure water and Sewerage installed at School.

1943—Annual Autumn Flower Shows commenced.

1945—First trees planted at Ashwick. The scheme has now been developed as a Schools' Endowment Afforestation Scheme on an area of 21 acres. The planting of 1000 to 1200 trees takes place every year and when trees reach maturity and are milled there should be a permanent endowment fund for the School.

This is the largest scheme of its kind in the Canterbury Education Board's area.

1946—Front concrete path laid.

R. L. Banks bequest made to the School, for the encouragement of swimming.

Survey and discussion of draining of the back playing area. Committees had made several attempts to have this work done from 1942 onwards.

This work was completed in 1952.

1947—First full time caretaker (Mr W. Harris) appointed.

1948—Motor Mower purchased.

House purchased for Senior High School Assistant Master. Bus service from Tekapo started for High School pupils.

1949—Concrete assembly areas and paths laid.

Bell & Howell Movie projector purchased.

Burke's Pass Schoolhouse renovated.

New equipment installed in Woodwork and Cookery centres.

1950—Pedestrian Crossing at School gate granted after two years' agitation.

1951—Horticulture Instructor appointed.

New Infant Department opened by Hon. R. M. Algie, Minister of Education.

Kimbell School house renovated and became a School residence.

1953—Back playing area and New Infant area laid down in lawn.

Modern film strip Projector purchased.

Triplex Gang mower purchased on subsidy, at a cost of £345 (half cost found by Committee).
1954—Cricklewood Schoolhouse remodelled for Assistant Master's residence.
Area purchased for new High School.

—L. F. N. WARD

The period of consolidation

There are now seven smaller schools from surrounding districts consolidated on Fairlie District High School. Thus, this is the only state school in the district between Albury and Lake Tekapo.

It is evident from the records that most districts were reluctant at first, to see their own local schools closed. This is easily understood, as a school in a district with its own committee and a willing band of parents and other residents provides a community interest and is generally a meeting place for socials and community efforts.

However, the necessity for providing transport to permit pupils to gain their secondary education appears to have been one of the main reasons for the closing of the smaller schools in the districts surrounding Fairlie.

Then again, there was always the difficulty of obtaining teachers to live in country districts.

The first school to close was Allandale. There were several pupils in that district reaching secondary school age, and with the opening of St. Joseph's Convent School in Fairlie, a number of parents naturally wished their children to attend the Church school. Pupils from the Allandale district started at the Fairlie School in February, 1939.

Exactly one year later, the Sherwood School was closed and pupils from that district attended the Fairlie School from February, 1940.

In 1939 a bus service had been started mainly for High School pupils, and it appears that parents preferred to send primary pupils on buses to Fairlie, rather than have them travel by other private means to the Sherwood School especially in the severe winter weather. The roll numbers at Sherwood were also decreasing at this time.

For several years before consolidation was considered, Mr S. P. Bray provided a conveyance at his own expense.

The last Chairman was Mr G. Gallagher who had held office for fifteen years.

About eighteen months later, in May, 1942, the Ashwick Flat parents agreed to consolidation. With a bus service passing through part of the Ashwick School district,

consolidation had appeared to be only a matter of time. It was a relatively easy matter to provide a service for children from both Sherwood and Ashwick districts, especially as High School pupils were being conveyed.

Changes of routes caused some difficulties from 1941 onwards, but eventually in 1942, a teacher driver lived in the district. This arrangement continued till early in 1946 when the bus was run from Fairlie.

The last Chairman at Ashwick School was Mr A. J. Salt.

Due to decreasing roll numbers and the difficulty of securing teaching staff the School at Burke's Pass was closed in September, 1943, and pupils attended the Kimbell School. Many pupils found the travelling was a handicap, and owing to transport difficulties, the Education Board was requested in 1944, to provide a bus service to Fairlie.

There were protracted negotiations and it appears from the records that the most satisfactory way to overcome the difficulty was for the Kimbell school to close. Meetings were held and in 1945 the Kimbell parents agreed on consolidation. Pupils from that district, together with pupils from the Burke's Pass district, started at Fairlie School in February, 1946.

A Departmental bus was provided, and the teacher driver (Mr N. Pinder), moved from Sherwood district and lived at Burke's Pass. He was succeeded by Mr W. B. McConnell in May, 1946, who continued till December, 1953. The Departmental bus was then removed and the service reorganised.

In 1947, an additional bus service was commenced to provide for the High School pupils coming from Lake Tekapo, where the Hydro works had been established.

Two years later, in February, 1948, Cricklewood residents agreed to consolidate on Fairlie and a bus service was started to convey High School pupils from Albury, and also to provide for all school children in the Cricklewood district.

The last school to close was Skipton and a new bus service started for that district in February, 1954. This service also gave relief to the Allandale bus which had become overcrowded.

From the beginning of 1954 we have had six buses serving the School. The contractor is Mr R. M. D. Elms who has procured a fleet of modern vehicles and has always given excellent service to the school.

At present there are 31 High School pupils and 177 primary pupils (including those attending St. Joseph's Convent School), being transported by buses, which travel a total of 306 miles daily.

Following are the names of the Chairmen of School Committees, and the names of the Head-teachers in the schools at the time of consolidation.

School	Date Closed	Chairman	Head Teacher
Allandale	31/1/39	Mr T. B. Crampton	Mr N. J. Douglas (relieving)
Sherwood Downs	31/1/40	Mr J. Gallagher	Mr C. W. Reid
Ashwick Flat	25/5/42	Mr A. J. Salt	Mr T. P. Berry
Burke's Pass	5/9/43 (now Mrs W. Shutt)	Mrs R. Green	Mr W. Wilkinson
Kimbell	31/1/46	Mr L. Carroll	Miss D. W. Connor (relieving)
Cricklewood	31/1/48	Mr R. R. Taylor	Miss E. Thomson
Skipton	31/1/54	Mr F. W. Guilford	Mr R. MacIachlan

—L. F. N. WARD

The Earliest Records

On 25th November, 1878, a public meeting was held at Fairlie Creek, "in pursuance of a notice issued by the South Canterbury Board of Education, for the purpose of suggesting boundaries of the proposed Fairlie Creek School district, and also for the election of a School Committee."

The following motion was carried.

"That all that district situated within a circle having a radius of $4\frac{1}{2}$ miles, and its centre the Clyde Hotel, Fairlie Creek, be suggested as the Fairlie Creek School district."

The first committee elected comprised: Mr T. Cooper (Chairman), Mr John Goodwin (Secretary), Messrs J. Annand, J. Wilson, C. Wederell, W. Close, H. Welsh.

In January, 1879, Messrs Close and Wederell were appointed "to wait on Mr MacLean with a view to obtaining a concession on the price of the 5 acres of land under offer as a school site."

At a meeting held on 10th July, 1879, the Secretary was instructed to write to the Chairman of the Road Board, asking "that a road be made up to the School immediately."

In September, 1879, Messrs Close and Annand, were appointed "to carry out the work of making paths, drains, ploughing, gorse cutting, and planting, at a total cost not exceeding £13."

Following the opening of the School, a Committee meeting was held on 24th October, 1879, to discuss finance when the parents were expected to pay towards the education of their children.

The following motions were carried: "That in order to provide the necessary funds for supplementing the Master's salary, and for carrying on the School in a satisfactory manner financially, the parents be requested to pay to the

Committee, in advance, the sum of £1 per annum per child sent to School.

“That in the event of parents’ subscriptions proving insufficient, the Members of the Committee shall guarantee to pay the difference, ‘pro-rata’, to the Secretary when called upon to do so.”

At this meeting also, an offer to do the necessary cleaning of the School at 10/- per calendar month was accepted.

In 1885 Miss Fergusson was appointed assistant mistress and the Committee applied for an additional room 30 feet by 20 feet.

A tender for the erection of this room was accepted in January, 1886, at a cost of £189.

Caretaking fees were also fixed at £16 per annum at this time.

To-day we have a full time caretaker, Mr J. Forrester, whose conscientious work is appreciated by all concerned.

This is a far cry from the present, with free education, modern buildings, free text books, social security, and other amenities. We of the present generation must admire the courage, and pioneering spirit of the early Committee members, parents and teachers, who worked under many difficulties, and with enthusiasm to establish the Fairlie School.

Those who serve the School today trust that they will be able to leave behind them some contribution to the high traditions which were established by those who served in past generations.

—L. F. N. WARD

The First Rolls

Records show that the Fairlie Creek School opened on 6th October, 1879, with a roll of 17 pupils.

During the next two months more pupils enrolled, and at the end of 1879, there were 29 pupils on the roll.

Mr William Cuthbert was the first Master, having been appointed at a Committee Meeting held on 9th June, 1879.

Following are the names of pupils enrolled in 1879.

Girls	Boys
Ellen Bodley	Harry Dines
Sophia Bodley	George Dines
Alice Bodley	Frederick Wetherell
Hannah Bodley	Charles Wetherell
Ellen Wederell	Donald McKay
Jane Wederell	Daniel McKay
Flora McKay	William McKay
Marianna Cooper	Henry Knight
Jane Hamilton	James Hamilton
Eleanor Close	Frank Moore
Martha Freme	David Rentoul
Jane Rennie	Robert Rentoul
	James Rentoul
	Thomas Cooper
	James Milne
	William Milne
	George Milne

GROWTH OF THE SCHOOL

The roll numbers continued to increase steadily year by year. By 1885 there were 54 pupils, and this number increased to 76 in 1887.

In 1896 there were 95 pupils. After this there appears to be only a small increase in roll numbers, to 1909 when there were 111 pupils.

In 1914 the roll was 138. There followed a period of more rapid growth till 1918 when the roll stood at 213.

With the opening of the High School in 1922 the increase became more pronounced, and at the time of the Golden Jubilee in 1929, there were 302 pupils (the highest on record).

From 1929 onwards the rolls showed a substantial decrease to 189 in 1945.

Since that time there has been a more rapid growth, and this year (1954) the School peak rolls are the largest in the history of the School, there being 285 primary pupils and 74 High School pupils.

ROLL OF SCHOOL COMMITTEE CHAIRMEN

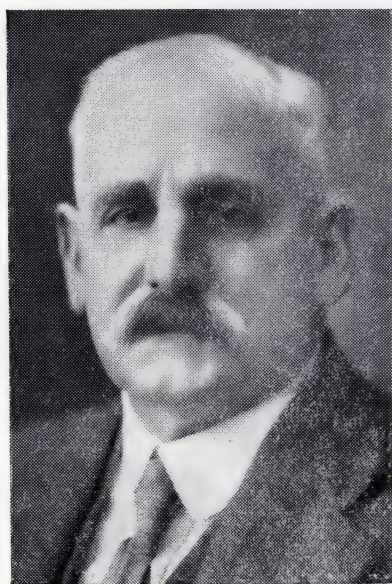
Mr Thornhill Cooper	1879—81
Mr C. Wederell	1881
Mr J. Goodwin	Between 1881 & 1885 (Records not complete)
Mr J. Milne	1885—86 & 1888—1893
Mr Jas. Wilson	1887—1888
Mr J. H. Doyle	1893—1895
Mr F. R. Gillingham	1895—1896 & 1898—1900
Rev. W. J. Comrie	1896—1898
Mr J. Binney	1900—1906
Mr T. Foden	1906—1907
Mr C. J. Talbot	1907—1934
Mr H. Carlton	1934—1938
Mr A. R. Manchester	1938—1940
Mr E. Goodwin	1940—1944 & 1946—1948
Mr D. Jeune	1944—1946
Mr W. H. Heads	1948—1953
Mr J. F. Sandall	1953—1954 (resigned)
Mr W. H. Heads	1954—

SCHOOL COMMITTEE, 1953-55

W. H. Heads (Chairman)	1954—55
J. F. Sandall (Chairman)	1953—54 (resigned)
R. R. Taylor	J. H. Robertson
R. J. McElhinney	M. Kirke
L. A. Dunnill	F. Isitt
W. M. Black	Rev. P. N. Wright
L. Butler	(resigned 1954)
D. Vallance (Secretary)	



Joseph Binney.



R. L. Banks.



C. J. Talbot.

It is unfortunate that some Committee records for the period 1903—1907 are missing.

During this period Mr Joseph Binney, who joined the Committee in 1886 was Chairman.

Mr Binney served the School faithfully for 32 years and acted as Chairman for Mr C. J. Talbot whenever Mr Talbot was engaged in Parliamentary duties.

In the Annual Report to the Householders' Meeting in 1919 the following is recorded.

"Very genuine regret is expressed at the death of Mr Joseph Binney who occupied a seat on the Committee during the best part of his lifetime to within a few weeks of his death. No man, during all those years had taken a keener interest in the School, and the pupils attending it, and no work has been more valuable than his.

He was beloved by his co-members and by the staff and pupils, and as a tangible and permanent expression of love and esteem as well as gratitude for faithful work performed; a memorial tree was planted on the centre of the grounds."

MR C. J. TALBOT

Mr C. J. Talbot served on the School Committee for 30 years, from 1904 to 1934. He was Chairman for 27 years, resigning in 1934.

The following minute was recorded by the Committee.

"That the Householders' place on the record the excellent services rendered by Mr Talbot for the benefit of the School."

—L. F. N. WARD

"THE BANKS BEQUEST"

Mr R. L. Banks, who was County Engineer to the MacKenzie County Council, from 1889 to 1929, did much to encourage swimming at the school and in the district.

It was his custom to present a Crown (5/-) to all children who learned to swim.

After his death it was learned, in 1946, that Mr Banks had left a sum of £300 to be invested, and that the interest from this investment was to be used each year to give a prize, not exceeding 10/- in value to each child learning to swim during the year.

The income from this legacy is placed in a special Trust Account at the Post Office, and every child who learns to swim receives the sum of 5/-.

All children who learned to swim since 1947 have received this award.

In addition, the School Committee at that time had special "Banks Award" certificates printed, and all those who learn to swim receive this special award.

So far the sum of more than £25 has been paid out.

Unfortunately the swimming bath was condemned two years ago, and swimming tuition could not be properly undertaken last season.

In 1954 a completely new bath has been built, with finance provided by the Mackenzie County Council and the Strathconan Park Board, with up to date facilities, and it is hoped that many children will qualify for the Banks Award in the present season.

—L. F. N. WARD

THE ESTABLISHMENT OF THE DENTAL CLINIC.

The first attempts to have a Dental Clinic established for the Mackenzie County Schools, were made in 1929.

Nothing definite was done at this time owing to a shortage of Dental Nurses.

On November 18th 1930, a meeting of Parents was held when a representative of the Division of Dental Hygiene was present.

The Education Department had offered a subsidy of £2 to £1 for the erection of a clinic which would cost £270.

The Dental Clinic Committee it was stated would be responsible for the expenses of upkeep, amounting to £30 to £40 per year.

At a further meeting held on 24th November 1930, fifteen Schools were represented between Pleasant Point and Burkes Pass.

Mr C. J. Talbot was elected Chairman and Mr H. Carlton Secretary, and each School was levied with a proportion of the sum needed, amounting to £120.

Parents of Children attending Fairlie School had to contribute £40 and the money was raised by subscription, and by benefit functions.

The Building was erected towards the end of 1931 and was officially opened on 17th February. 1932.

At this time a levy of 5/- per pupil was made. Dental Treatment is now free and at present pre-school children and pupils up to Standard 3 are treated at the Clinic.

Pupils from Standard 4 and upwards, receive treatment from private dentists under the Social Security Scheme.

Within the last few years the Clinic has been modernised, and recently an electric unit was installed.

Nurse Pistor, our present Nurse, has a very busy time with the increasing numbers of young children from the Fairlie School and the Convent School.

She is also responsible for two sub-bases—at Tekapo and at Albury.

Nurse Wade, who was in charge of our Clinic for several years, resigned two years ago for health reasons, but she has now offered her services in a relieving capacity, and is working at the sub-bases.

Fairlie is proud of the Dental Clinic, which is thoroughly up to date, and well equipped.

—L. F. N. WARD

STAFF, 1954

Headmaster: Mr L. F. N. Ward

Primary Department:

Miss M. Cooper	Miss F. Cliffin
(Infant Mistress)	Miss C. Keenan
Miss E. Mosley	Mr G. Gilchrist
Miss K. Moffat	Mr S. Walker
Mrs M. Wright (relieving)	

High School:

Mr J. F. Cleary	Mr I. W. Bartram
(Senior Assistant)	Mr A. R. Tyrrell
Domestic Science:	Miss V. Dent
Woodwork:	Mr J. Gilchrist
Commercial:	Mr S. Slocombe
Horticulture:	Mr R. Wilks
Dressmaking:	Miss M. Bell
Office Assistant:	Miss C. Kerr
Dental Nurse:	Miss L. Pistor
Caretaker:	Mr J. Forrester

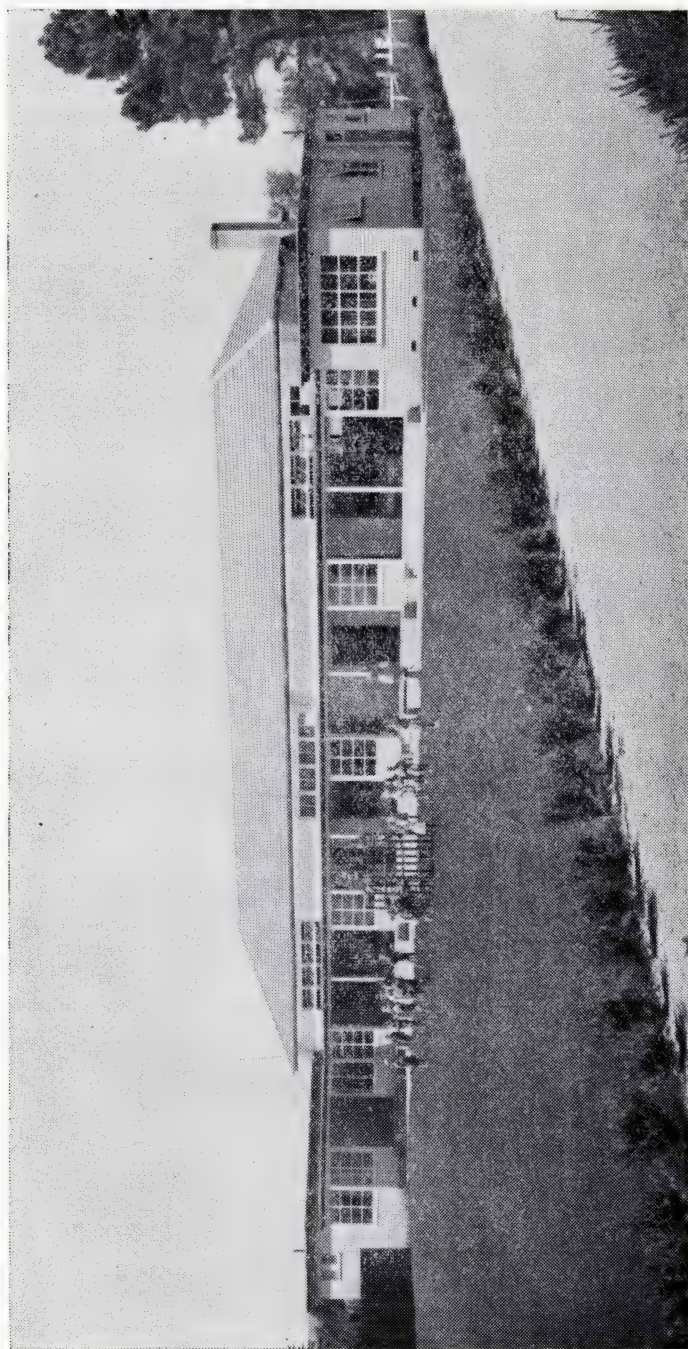
THE LATE DR. J. E. LOVELOCK.

Dr J. E. Lovelock, an ex-pupil of the Fairlie District High School attended the school between the years 1919 and 1924.

He was killed on December 28, 1949 by a subway train in New York. Dr Lovelock was at the time of his death on the staff of the Manhattan Hospital for special surgery. He is survived by his wife and two children.

In the garden plot of the Timaru Boys High School is a fitting memorial to the greatest runner New Zealand has produced. It is the Olympic Oak presented to him at the climax of his athletic career when he won the 1500 metres (the metric mile) at the 1936 Olympic Games at Berlin in the world record time of 3min. 47.8sec.

Beneath the tree is a plaque recording the feat at the Games.



THE INFANT BLOCK.

Dr Lovelock was born in January, 1910 at Crushington, near Reefton and was educated at Temuka Primary and Fairlie District High School before attending the Timaru Boys' High School as a boarder. His contemporaries recall that at school he was an unassuming curly-headed boy, studious and generally interested in all sports without a particular bent for any. In the year he was head prefect he set the British Empire schoolboy record for the mile of 4min. 42sec. This was later broken by another Timaru High School boy, V. P. Boot.

Dr Lovelock won a senior national scholarship and entered the Otago University Medical School in 1929. He won the Otago mile championship while at the University but at the National Championships in 1930 he was placed third.

In 1931 he was chosen as a Rhodes Scholar and entered Exeter College at Oxford University. In 1932 he held the British and the University mile title and was chosen to represent New Zealand at the Olympic Games at Los Angeles that same year.

At that time he held the world's record for 1320 yards of 3min. 2 1-5sec. At the Games he was unplaced in the 1500 metres but it was considered at the time he was not at his peak form for top-class racing because of travelling and lack of preparation.

As a member of the Oxford-Cambridge athletic team he visited the United States again in 1931 to compete in a race against the best milers in the United States, including Bill Bonthron.

Lovelock produced his best form. He ran a faultless race to set a new world record of 4min. 7.6sec. He was referred to as "the medical man in a hurry who won so comfortably and easily he could have carried his bag with him."

In 1934, after an operation on his knee he returned to track events and won the British Empire title.

In 1936 he earned his reputation in the "mile of the century" and was classed as 'the greatest miler in the world.'

He beat his old rivals Glen Cunningham and Bill Bonthron in 4min. 11sec, and he was never extended.

He was working up to the Olympic Games of the same year. On the day at the Olympic Stadium in Berlin he was one of 12 starters—the cream of the world's milers. Lovelock ran a well judged race to beat Cunningham and Becalli (Italy) crossing the finishing line in record time five yards ahead of the American.

This was the peak of Lovelock's career. He took no further part in major track events devoting himself to his medical career.

Just before the war, Lovelock visited Timaru and saw his oak symbol of Olympic supremacy planted at the Boys' High School. It was his last visit to his alma mater.

He had qualified in medicine and surgery in 1937, and soon after his return to England, he joined the Army, being placed in charge of the Army Physical Training Section at Aldershot. He specialised in internal medicine, surgery, heart and chest diseases and psychological diseases.

G. S. GIDDINGS.

HISTORY OF BURKES PASS SCHOOL

The year 1879 seems to have been a year of progress in the sphere of local education, for that year saw the building of both the Fairlie and Burkes Pass schools, by Mr George Filmer a contractor from Timaru. Both schools were opened in 1879. The Burkes Pass school opened with a roll of 20 pupils. The first teacher was Mr W. Taylor, who, with Mrs Taylor and their daughter occupied the school-house, which was built at the same time as the school. Both the original school-house and school are still standing. Mr Taylor taught at Burkes Pass for about a year, then came the Rev. J. C. Brown, who was there for a year or two. After Mr Brown came, Miss Parker, Miss Ferguson, Mr Maddison, Miss Cooper and Mr J. McLeod, with Mr James Cartwright as assistant. The school roll was now about 50 children. Mr Cartwright was the first pupil teacher at Burkes Pass.

In the early days, Burkes Pass school was an aided school, and at one time had three teachers, but for how long the three teachers were there no one seems to know.

The members of the first school committee were, Mr Alex. Spalding (chairman), F. W. Marchant, J. Burgess, F. McDowell, and A. B. Smith. Later Messrs J. McGregor, R. Guthrie, W. Annis, and J. Keefe, were amongst those who took a prominent part in the control and development of the school. No history of the Burkes Pass School Committee-men would be complete without reference to Mr J. H. Willets who was chairman of the school committee for over ten years, and in these years rendered meritorious service to the school. His chairmanship covered the 60th jubilee celebrations of the school in 1940. The success of these celebrations was largely due to Mr Willets outstanding zeal and leadership.

For various reasons the population of Burkes Pass began to dwindle from its earlier peak period, and about 1913 or 1914 the school roll was so low that the school was

closed. However it was again reopened in 1920 and existed precariously until 1943 when it was finally closed.

At one time the school was surrounded by a fine plantation. The trees for this plantation were supplied by Mr A. B. Smith of Rollesby, and were planted by Mr J. Keefe. Unfortunately this plantation was destroyed by a terrific gale in August 1945.

The following is a list of first decade pupils of the school from 1879 to 1889:

Robert Cowan, May Annis, George Cremer, Gertie Dew, Dudley Waters, Robert Moles, Maude Annis, Lily Annis, James McLeod, Bert Clarkson, William Moles, John Moles, Agnes Moles, Fred Waters, Eliza McMillan, Florence Ada McGrendall, Alfred Keefe, Murdoch Kerr, Edith Foster, Lake McGregor, Charles Cremer, Herbert Annis, William Foster, Jessie Cowan, Alma Keefe, Frederick Clarkson, Bella McLeod, Malcolm Kerr, Sarah Smart, Percy Annis, Amy Keefe, Mary McMillan, Margaret Smart, Margaret McLeod, Thomas McCracken, Edward Cowan, Cherry Cowan, Hilda Annis, Al. S. Smith.

—MISS N. MACKINTOSH

HISTORY OF CRICKLEWOOD.

Little has been recorded of the early history of Cricklewood beyond the fact that agricultural contractors who worked for the Levels Estate used blocks of land in this area for wheat growing. The system was to winter plough for turnips on Level Estate and drill before Christmas leaving the contractor free for his own wheat harvest, cultivating and drilling the next crop in the autumn before returning to the Levels for the ploughing the following winter.

The area above the Te Ngawai River later became part of Albury Station. In 1897 when Albury Station was cut up for closer settlement most of Cricklewood was settled by ballot and L.I.P. basis. Albury Station is now known as Albury Park.

Below are the original settlers and their successors with the names of the present owners bracketed.

G. Major; R. Major; (J. France).

James Corbett snr.; M. I. Lee; (W. Welsh).

Julius Seigert; J. C. Voight; (I. Murchison).

J. Connor; (E. D. Sullivan).

H. Corkett; I. Fulton; (L. J. Wills).

W. Cook; H. P. Lee; (L. J. Wills).

P. Davidson; A. Cowan; W. J. Lewis; Kerr Bros., T.

Hawkins; (R. D. Elliot).

Donald McKinnon; G. Cooling; (R. R. Taylor).

M. Cook; R. Price; W. Twomey; (E. J. Scott).
 Joe Watt; Alf. Scott; T. Muir; (E. J. Anderson).
 A. Kennedy; W. Bray; J. Wills; Mrs Austin; (D Smith).
 D. McKay; T. O'Donnell; (O'Donnell Bros.)
 J. O'Connor; T. Burgess; R. McPherson; R. Duke; (C. Tubb.)
 J. Keyes; J. Bain; (J. Corbett).
 James Watt; C. Brosnahan; P. O'Connor; E. C. Tipping;
 E. W. Taylor; (R. R. Taylor).

The Cricklewood School district included what is now known as O'Neills Road. The area south of the road was known as "Langdon." This was freehold property first taken by McLeay and Sims in 1875 succeeded by J. Allen; D. O'Donoghue and J. Bray who sold to the Government. The soldiers that drew blocks were W. Horgan (Homestead), followed by Mannix Bros. (R. R. Coles), E. Harris, H. Walsh (H. Walsh), and Mr Cameron (S. L. Dobson). The properties on the northern side of the road belonging to W. Burgess and D. Sheehan, N. P. Lee (C. R. Coles), R. Murray and D. Cuthill (S. L. Dobson) and at the top of the road J. O'Neill's property was sold to R. Connor, then T. Cone (S. Dobson), D. McKinnon for a short time owned a block beyond J. O'Neill's. Mr David Barnes once M.P. for Waimate owned a block of land on O'Neill's road and built the homestead now occupied by S. L. Dobson.

Another freehold property on the School road was first owned by Dickinson in 1875 and succeeded by H. Corkett; A. McBeath; D. Wills who sold the property to the Government at the same time as "Langdon". Soldiers who took these blocks were: Homestead: W. Waddell; C. Brown; (R. L. Coles). S. Nunn; T. Horne; (O'Donnell Bros.). Den-nisen: H. Cooling; (R. L. Coles). W. Sharpe; McLarch; N. Coling; (R. L. Coles). Other Freehold properties: Brooker: J. Seigert; J. C. Voight; (I. Murchison). Ambler: J. Seigert; J. C. Voight; (I. Murchison). N.Z. & A. Land Coy.: A. Smith; B. right; J. McLean; (P. A. McLean). S. Gilling-ham; N. A. Innes; Jones; J. Corkett snr., A. Agnew (L. J. Norton).

In 1936 many of the properties which proved too small during the 1931-35 Depression were again amalgamated.

The extension of the Railway from Albury to Fairlie between 1876-81 facilitated intensive wheat farming in Cricklewood as well as providing additional occupations for many residents among them being Mr J. O'Neill whose family recall his working on the railway for eight shillings a day in addition to working his farm. The first occupants of the railway cottage were Mr & Mrs M. Gilmour.

The railway goodshed was built especially to cope with the wheat, and early residents recall seeing this shed stacked to capacity and on one occasion fifteen drays of wheat waiting for the special train to take the grain to Timaru. Many a good story is told of the free fights between farmers who considered they had a rightful claim to a particular truck. The unwritten law gave the use of the truck to the first man who succeeded in placing three bags of grain in it. Although much wheat was stook threshed, stacking was practised and it is believed that a present resident holds the record for having topped thirty-five stacks in one year. Threshing mills worked long hours and right through the autumn. One resident remembers seeing seven mills operating in the district on one day. One of the mill owners, the late Ted Connor told of threshing twenty eight crops of wheat from one paddock during forty years.

In common with other areas at an altitude of a thousand feet heavy falls of snow are not uncommon and three feet of snow in 1903 and 1918 which lay for about six weeks are not forgotten. In 1903 the train could get no further than Cricklewood and a local snow plough drawn by six horses cleared tracks for the sheep to be taken to the station and then down country for feed.

The Cricklewood School opened in 1898, the first teacher being Miss A. Fiefield.

The first pupils were:—

Std. 5: Henry Bray; Adam Corkett; Daniel O'Neill.

Std. 4: Isaac Corkett; Lawrence Seigert; Mary O'Neill.

Std. 3: Edward Bray.

Std. 2: Letitia Murray.

Std. 1: Percy Bray, John Gillingham, Kate O'Neill.

Primers: May Hampton, Emily Hampton, Leo Siegert, Felix Seigert, Ivy Bray, Julia O'Neill. Some of the other teachers were Misses Smart, Williams. Messrs D. T. Todd, S. Sullivan, Mrs Wilson, Mr J. Shannon (later drowned attempting to negotiate the Waimakariri river by raft). Later teachers include Misses McSweeney, McIntyre, Bates, Mulholland, Messrs D. Loader, R. Wishart, Miss W. Brown and a series of relieving teachers, the last being Miss E. Thomson.

Sandham Gillingham was the chairman of the first school committee; later chairmen include Messrs Seigert, Wright, Bray, O'Neill. The first school committee under Mr Gillingham was Messrs Seigert, O'Neill, Bray, J. Corkett snr., Keyes and McKinnon. Nearly all the residents have served on succeeding school committees. Just after the turn of the century when there were many large families including the eleven O'Neill's and thirteen Connor's the

school roll reached it peak of forty-three under the headmaster, Mr D. T. Todd.

At the end of 1947 the school was consolidated with Fairlie, the number of pupils being seven. Anderson (3), Welsh (2), Smith (1), Taylor (2). The last committee members were Messrs Taylor (chairman), Tubb (Secretary), Brown, Anderson, T. O'Donnell. As the Education Board agreed to leaving the school building for the use of residents as a social centre a Committee of control, Messrs Taylor, Norton, Anderson, Wills, McLean, was elected as trustees for the Board. Messrs L. J. Wills (chairman), E. J. Scott (secretary), F. O'Donnell, J. Mulligan and Mrs McLean were elected as a Hall Committee to look after the district's social activities which at present are the W.D.F.F. and Indoor Sports Club.

The consolidation of Cricklewood School with Fairlie is not however the first link between the two districts for when the Fairlie School was being built the Railway did not go beyond Albury and Mrs I. Corbett's father (Mr Rooney) drove the second dray from Three Springs to Albury to collect the timber for the school.

Older residents recall with pleasure the social activities which took place at the turn of the century.

In 1905 a Cricket Club was formed and the pitch was located in Mr Tubb's paddock opposite the residence of Mr James Corbett. The minute book has been lost but members state that on one occasion the Cricklewood Club went on a five day tour with horses and buggies and played successfully against Temuka, Geraldine and Woodbury.

On April 6, 1907, a meeting was called to form a Football Club. The following were elected— Patron: T. Buxton M.P.; President: W. J. Lewis; Vice-Presidents: Messrs A. McBeath, B. Wright snr., T. Simpson, H. A. Innes-Jones, Secretary-Treasurer: B. Wright jnr.; Captain: D. O'Neill; Vice-Captain: A. McKay; Committee: I. Corbett, S. Styles, E. Bray. Other members were Messrs G. Angus, J. Kelliher, S. Nixon, R. Nelson, J. Manning, A. McDonald, W. & R. Kennedy, C. & W. Sargeant, M. & D. O'Connor, C. Climo, J. Christensen, T. Todd, J. Corbett, P. M. O'Connor, A. Curtis, Clarke.

Although the Football and Cricket Clubs are best remembered these were not the only sports of members of the district several of whom were keen cyclists. In 1905 a notable track cyclist Mr P. M. O'Connor (later head auctioneer of Pyne, Gould Guinness in Timaru), won the Timaru-Christchurch road-race and one of his many trips to Australia and in later years Messrs J. Corkett jun., D. J. O'Neill, J. Corkett, G. & A. McKay and S. Styles participated all

riding to Christchurch the day before. It was rumoured that Isaac Corkett rode on the foot plank across the Selwyn river instead of carrying his cycle as was more usual. We are reminded that in 1906 the road was only a badly rutted coach track with no bridges over the Selwyn and Hinds Rivers. Culverts for the water races were unheard of and riders carried their cycles over them if there was time.

For many years the principal dances were held in the goodshed. Walls were lined with railway canvases and two bags high of grain arranged round the walls provided seating accommodation. From the rafters decorated with greenery and flowers hung kerosene lamps. The railway authorities conveniently left roadside trucks to act as supper and cloakrooms. The cloakrooms were furnished with a lantern and mirror. From the Football Club's minutes we note that on the occasion of a dance in 1908, Messrs Frayne and Co's drag was hired to bring a party of ten ladies from Fairlie at the Club's expense of three shillings a head. Another favoured method of transport was the railway jigger which travelled from Fairlie and Albury. Dances continued to be held in the goodshed until 1920.

In common with other districts, Cricklewood played its part in World War 1. The following residents served overseas: Killed-in-action, A. Corbett, T. Nelson. Died-at-sea: J. Saville. Served overseas: W. Corbett, G. & H. Cooling, G. & B. Wright, B. Nelson, J. & R. Connor, H. P. Lee, M. & D. O'Connor, P. & L. Scott, John O'Neill, A. & J. Burgess, G. Chilton.

A memorial plaque in the present hall commemorates those from the district who served overseas in World War II: Killed-in-action, T. Horne. Served overseas: Messrs T. Taylor, A. J. Tubb, A. D. Simpson, J. W. O'Donnell, M. McConnell, E. Baker, K. C. Tubb, K. A. Lee, P. A. McLean, R. G. Tubb, M. D. Waddell, H. L. Tubb, J. F. Walsh. Present at the unveiling ceremony were: the late Mr D. C. Kidd M.P., Messrs C. V. Kirke (Mackenzie County Council), A. J. Salt (Fairlie R.S.A.), Rev. K. Schollar. Over £600 was collected by the district towards the war effort.

With the coming of the tractor and the motor car, the radio and the telephone, and a tar sealed road from Timaru to Fairlie the social life of the district has undergone a gradual change and the people are going further afield for their amusements.

Since World War II a gradual change in the type of farming has taken place and meat and wool brings in most revenue to the farmers, while the revenue from wheat is negligible. Small seed cultivation is becoming more popular as the carefully tended land slowly regains its high fertility of one hundred years ago.

R. R. TAYLOR.

FAIRLIE, AS I SAW IT SIXTY YEARS AGO

At that time I was a pupil of the Fairlie Creek School, as it was then known, and I drove from my home a distance of six miles each day from Upper Cricklewood. Like most children driving themselves to school we had our share of mishaps; poor roads and objects causing the horse to shy. I can recall when our conveyance was involved in an accident; after this we had to walk to school until it was repaired.

Fairlie, as it appeared then, still lingers in my memory and these are my impressions: On entering the township from the south, the first noticeable buildings I can remember were St. Patrick's Church, T. Foden, builder; Gladstone Grand Hotel (O. Gilmore, proprietor); Railway Station and Post Office combined. Continuing up the street, the office occupied by H. Smith, coal and grain merchant; next to Mackenzie County Council premises (not present buildings); Kerr and Frayne livery stables; St. Columba Church. At that time the Anglicans held their services there also. Fairlie Hotel (D. O'Donohue, proprietor); Wiltshire's Drapery (later T. F. Bussell); T. Caskeys building, Sadler and Harness-maker; Watt's Bakery. Further up the Mount Cook Road: H. Welsh, blacksmith and wheelwright; Shaw's Butchers shop, Morgan's Grocery, J. Riddle, builder; Bussell's Drapery and J. Binney, blacksmith and wheelwright.

On the corner of Allandale Road and Main Street H. Fraser had a blacksmith and wheelwright business. Where the Canterbury Farmers' grocery store now stands was a small building which housed the library and served as a meeting room.

A general store owned by Julius Siegert Senr., was the wooden building which the Canterbury Farmers, have for machinery at the present time. A butcher's shop and A. J. Dopping's accountant's office were on the section now owned by the P. & T. Department. Joseph King had a general store on the site where the National Mortgage is now carrying on business. In Regent Street we had a boot repairer, A. McDonald, and his mother was a nurse. Up to this time Fairlie did not have a resident doctor and before the arrival of Mrs McDonald, Mrs Freme and Mrs Bodley did a great work for the mothers and babies.

Coming to the school we passed the Public Hall where we held our entertainment. This hall has been rebuilt and is now the De Luxe Theatre.

The School in those days consisted of one building and a large play shed. The School, if I remember rightly was where the concrete assembly area is now. When the new

brick building was erected the old School was shifted back to its present position. This building consisted of two rooms and to my young mind it appeared something out of the common in size, but judged by present day standards it was just a very average building. A part of the playgrounds in those days was fenced off as a holding paddock for the horses and ponies of which there were a number.

On the first three days of the New Year 1955 this school is celebrating its 75th Jubilee. Looking back on the last Jubilee 25 years ago which I attended, many changes have taken place. Splendid new buildings have been built since. The school lawns, and playing grounds, have been much improved and are a credit to those responsible for them. I am looking forward to meeting my old school mates who may attend and hope we will have a happy time together, renewing friendships.

I am proud of my old school, and I am sure it has produced pupils who have brought honour to it, and this fair land of New Zealand.

Mary O'Neill (nee Mrs P. O'Connor), School Road, Fairlie.

FAIRLIE DOMAIN BOARD

Ex-pupils of the Fairlie District High School have played a prominent part in the affairs of the Fairlie Domain Board, which held its first meeting on 23rd October, 1911. We find that J. King was the first chairman, and Charles Talbot secretary. He was also chairman of the School Committee for many years. Also at the initial meeting were Jack Caskey and Joe Binney, who was later chairman of the School Committee. At that particular time the Domain more or less was riverbed, and it is a credit to those pioneers who gave their services to improve our town.

In the year 1914 Wattie Close and Bert Welsh became members of the board. In 1915 Jack Fraser became secretary, and in 1918 Bert Welsh was elected chairman. William Wreford was chairman for a period, also Bill Ormandy, who at a later date was on the School Committee.

Up to 1928 the Domain Board faced many difficulties, perhaps lack of finance being the chief one, but they did an excellent job. In 1928 John Bray was elected chairman and in 1929 Jack Caskey occupied that office; he had been a member at that time for 18 years.

It was in 1932 that the Board first had a camping ground, and to-day it is a very popular spot for campers.

In 1941 Jim Braddick was elected chairman, and in 1944 Fred Miles and Jimmy Irving were appointed members. Tom Guinnessy was appointed in 1946.

In the year 1948 Queen Carnival proceeds helped the Board considerably.

In 1952 Tom Guinnessy was elected chairman and Bill Pinkerton and Bert Braddick elected members. Taking a look through the history of the Board, ex-pupils have played a very prominent part, and to mention some who have rendered long service are: Jack Fraser, Jack Caskey, Jim Braddick, Bert Welsh, Alex Shute and Wattie Close, also Charlie Talbot.

Those responsible for the Board's affairs to-day are: Bert Braddick (chairman), Jack Fraser (secretary), W. Heads, Fred Miles, Frank Gibson, Bill Pinkerton, Jim Hall, Don Campbell, Harry Welsh, and Archie Cuthill, practically all old school boys.

At the entrance to the camping grounds there is a memorial to the late Charlie Talbot, who rendered valuable service to the Board.

—A. G. BRADDICK

MACKENZIE HIGHLAND PIPE BAND

Ex-pupils of the Fairlie District High School have always taken a keen interest in the Mackenzie Highland Pipe Band, which held its first meeting in the Fairlie Hall at 8 p.m. on Saturday, 5th August, 1917. Although many that were at that meeting were not ex-pupils of our school, we feel that there are many names mentioned in the minutes that would be of interest to many of the older pupils.

The first patron of the Band was W. Bain, the first president R. Leitch. W. MacLeod was the first drum-major, and George Cowan pipe-major. Dan Ross was one of the earliest members, also H. MacDonald. In August, 1918, R. Macaskil, a headmaster of our school, was elected to the committee of the Band, and other notable figures in the Band were J. Dick, Ted Miles, W. Phillips, L. M. Brice and Stan Southby.

It was not until 20th June, 1919, that ex-pupils of the school started to take a keener interest in the Band, and we notice that Jimmy Irvine and Bob Creighton joined up as members at that time, also Andy Freme, Wattie Close, Wattie Bourn, and Henry Irvine.

In the early days of the Band meetings were not held very regularly—they evidently had a hard job to have practices—but as time went on and membership grew the running of the Band became a little easier. In 1924 another pupil joined up in the Band, Bob Braddick, and on 6th

November, 1926, Jack Fraser was appointed secretary. At this meeting it was decided that the Band appear more in public. On the 25th November, 1926, Bert Welsh was appointed drum-major and Johnny Thompson a member.

On the 16th March, 1929, the Band disbanded, and it was six months later that Hector Carlton called a meeting of the public and the Band was re-formed, and Kenny Anderson appointed president. Balance Slow was drum-major.

In 1936 two more pupils joined up with the Band, Henry Cogar and Alan Robertson, who was killed in World War II.

In 1939 Pat McAteer was elected president, Charlie Surridge joined up with the Band, and Sam Braddick was appointed to the executive. At that time Geo. Cowan resigned the position as pipe-major after 33 years in that position. Tom Clarke and Huesty Munro became interested in the band at that time.

Colin McKinnon, Lloyd Carlton, Jock Boulter, and Peter Williams joined up in 1948. At that time Charlie Cowan was pipe-major. On 21st October, 1948, Lloyd Carlton was elected drum-major, a position he holds to-day.

On 26th October, 1950, Bert Braddick was elected president and is still president at the present time, and the Band to-day consists of many pupils of the school. To name the pupils in the Band to-day, we have: Len Smith, Bill Fraser, Bob Clarkson, Charlie Cowan, Bob Braddick, Lloyd Carlton, and Hugh Fraser. This all goes to show that pupils of the school have played a very prominent part in the affairs of the Mackenzie Highland Pipe Band, which renders a great service to the county.

—A. G. BRADDICK

ST. JOHN'S AMBULANCE DIVISION

On the 11th October 1948 a public meeting was held in the De Luxe Theatre for the purpose of discussing the formation of a branch of St. John Ambulance. There was a fully representative meeting and after a full discussion it was resolved that a branch be formed.

This meeting was called as the result of a casual remark made at a Football Club Dinner, when it was pointed out that there were no qualified members available for football casualties.

Classes were held, firstly in the supper room of the Theatre then in the Parish Hall. In 1949 a Division was formed and it is interesting to note that this Division was

the first authorised "mixed" Division in New Zealand. Classes were continued and much must be said for the stalwarts who carried on with the ambition of obtaining an Ambulance for Fairlie.

An approach was made to the South Canterbury Hospital Board, and thanks to the late Ernest Macdonald, who was the Chairman at the time, a grant of £800 was made available. This paid for the chassis and an appeal was made to the public for donations with the result that when the Ambulance was taken over in 1950 (July) there was sufficient cash available to pay for it and there was plenty to purchase the equipment necessary. The Ambulance is on a Morris Commercial Chassis, a very suitable type for the country over which we have to travel. A 24 hour service is available to the public and many a time calls have been made in the small hours of the morning.

Having obtained the Ambulance, it was necessary to garage it and thanks to the generosity of Mr Edmonston, he made his depot garage available to us. Later on, Mr D. France offered the Division a piece of land facing the Main Street, near the Post Office. This he rented to us at a cost of one peppercorn and gave us the right to take over the land at any time.

A willing band of helpers—a Minister included—worked at weekends and finally we had a garage and meeting room of our own. The land was legally taken over and arrangements were made to ensure that the ambulance would always be available to the public of the Mackenzie. This was done by appointing a Trust Board consisting of three members of the County Council and members of the Division. The meeting room has proved a boom to the various bodies in the District as meetings are regularly held in the room which is available for hire.

It is interesting to comment on the performance of the ambulance which has been on the road since July, 1950. Since that date it has travelled over 25,000 miles in making almost 300 trips which include two or three to Christchurch.

In addition to the Adult Division there is a Cadet Nursing Division consisting of young girls and there is also a Cadet Division of boys. These are the future Adult Division and are very keen on their work. To assist in keeping an interest amongst the young members a Cup was donated by Mrs McElhinney, Lady Ambulance Officer of the Senior Division, and each year a competition is held to decide who will hold the Cup for one year.

The Ambulance is one of the best equipped, being air conditioned, and this permits the personnel to drive during the c-c-c-cold winter nights in comfort. We are also able

to carry four patients if required, but thank goodness this has not been the case. It is best to be prepared for all emergencies. There is also a Resuscitator—a valuable piece of equipment—and one which has paid for itself on several occasions. It has been the means of saving valuable lives and this Division was one of the first in New Zealand to be in possession of its own apparatus.

Members of the Division thank the public of the Mackenzie County for their generous support, financially, over the years and trust that that support will continue to be given in the future.

—R. J. McELHINNEY

THE FAIRLIE VOLUNTEER FIRE BRIGADE

The Fairlie Fire Brigade came into being after a fire in Mrs Watt's grocery shop where Mr Coutts has his butcher's shop now, in the year 1908. The public formed a bucket brigade at the time and carried water across the street from the water race in front of Mrs Manaton's Hotel to control the fire. After the fire, Mr J. King and Dr Cook called a meeting of the public to form a fire brigade.

The meeting was held in the old Fairlie Hall (now Mr Knight's picture theatre) and the Fire Brigade was formed, W. Close was elected captain.

The Brigade Station was the building now between the C.F.C.A. and the Public Library. We were still a bucket brigade. At that meeting the Doctor was called away to a case, and when the question cropped up about the age of the Brigade in after years, some one would ask how old is such and such a girl? She was born that night.

Our first water pump was a stirrup pump attached to a five gallon drum.

There was a fire in the railway engine shed roof. The pump would not send the water that high, so the captain got a ladder, climbed up and put the fire out with buckets of water. No pay for that job. Later the Council imported an 18-man manual engine pump. The first fire we went to with it was in Dr Cook's washhouse. Attached to it was a shed with his store of petrol in cases. One of the firemen grabbed a spring dray and horse belonging to a local carrier. The horse was an old thoroughbred. We went round the corner on two wheels pulling the engine. We were fully manned—18 men on the handles and relays waiting. Everyone anxious to see what the engine could do.

Well, believe it or not, she put a twist in that copper chimney as though it were a piece of paper.



UNVEILING OF FLAG STAFF, 1917

W. Ormandy, J. Lack, J. Saunders, F. Piper, J. Rutherford, C. J. Talbot
L. Foden and J. Binney.

We had a fire in the old flour mill and had to pull the engine a mile out, (six of us). The fire was in the top storey, the third one. There was nowhere to get water only in the plumbing eight feet up in the air, (the plumbing carried water for the huge water wheel that drove the mill). The captain got an old barrel, knocked a hole in the plumbing, stuck the barrel under and got plenty of water, put the fire out without much damage and saved the Insurance Coy. £600, but the brigade did not get "thank you". They were lucky there was water in the plumbing. Another time when we went to pull the engine out, we could not get the doors open and we found the lugs on the tower bolts had pulled together and jammed the bolts, it took some time to get them free. The Owner has made sure.

We gave a porridge plate to each member when he had an increase in the family. One member came so often that the funds would not stand it.

We used to have a game of cards after a meeting and often carried on to the small hours. The double doors were fastened with a swing bar into brackets on the outside. One night two members' wives were coming home from a church meeting and swung the bar home. We had to get out through the window. One of them wanted to pull the bell there would have been something doing if she had.

The Brigade's next engine was a motor trailer pump. The Council got a hose box on wheels coupled on to it which was very satisfactory. We had no uniforms. If we sent a member away to a conference or a competition we had to buy a uniform for him and get the old tailor to alter it for the next one, out of our own funds.

We used to buy a lot of our own hose out of our funds.

The Brigade ran a dance on Easter Monday night, and cleared about twenty pounds out of it for our funds.

Eventually the council formed a Fire Board of two firemen and two councillors. We had seventy odd pounds to our credit in the Post Office.

The Council took it over but a councillor says he can't find any trace of it in the books. We were supposed to draw on the council for funds, but it was like drawing an eye tooth. They promised us years before a donation of £25 a year—we got it the first year, then they forgot about it.

The council was talking about building a morgue and the chairman said, "What about using the Fire Brigade Station?" He never gave us much credit for our service. The Brigade gave a lot of service to out lying districts, bush fire at Raincliff; saved 60 acres of wheat for one farmer; saved the traffic bridge across the river at Fairlie from a

gorse fire on the river bed; a plantation fire at Ashwick Flat; a tussock fire at Orari Hills and several others.

The Brigade is up to date now, two uniforms a man, high pressure water, trailer pumps and financed by the Fire Service Council.

Captain W. Close put in 35 years giving service to the public, ruined many a pair of pants and never got any thanks for it—not even the gold bars he was entitled to—but he never made any complaint.

—H. H. WELSH

WHEATGROWING IN FAIRLIE DISTRICT

In the early days, wheatgrowing was a major industry in this district. Today it is almost forgotten as a source of farming revenue. It seems strange that any history of the industry must be one of the “Horse-days”—of the advancement from the old back-delivery and hand tying—to the reaper and binder—rather than the advance from the horse-drawn machinery to the machine age of tractors and headers.

Probably the main reason for the lack of interest in wheatgrowing today is brought about by the very remunerative returns which can be obtained from sheepfarming—meat and wool are both being sold today at world parity prices—yet most of our very good wheat land has been forced out of wheat production.

This Fairlie basin consists of several types of soil and shows much variation in rainfall. The Allandale side of the Opihi river has always been the favoured area for cropping—the rainfall is lighter; it grows less straw and yields are higher.

The Fairlie side of Opihi has always been regarded as the grass-crop area in this district—with rather higher rainfall and growing greater bulk than on Allandale.

In this story I must attempt to lead readers back to the days of good horses and good horsemen—when travel was slow—when men took great pride in their horses, and could debate at great length the merits of their particular team.

A teamster's day can be explained briefly: Horses fed by 5.30 a.m., groomed and harnessed; breakfast 6.45 to 7 a.m.; 7.30 a.m., leave stable with team; yoked by 7.45 a.m.; give team 4 hours in chains; then 1 hour to 1½ hours at the feeder. Yoke in afternoon about 1 p.m., and give another four hours in chains; return to stable, unharness and feed; tea 6 p.m. After tea, return to stable and groom and cover; horses turned out at 9 p.m.

Long days of 15½ hours, to accomplish what, by today's standards, would appear to be very little.

A good team would plough 3½ acres or double-disc 6 acres, and so on.

This same team would spend probably two months of the year working to maintain themselves by growing oats for chaff and oats to supplement the ration.

On Allandale Station—owned by Mr James Wilson—it was usual to grow about 3,000 acres of wheat per year, and it is on record that two men—the late Messrs James Creighton and John Trotter—hand-sowed this acreage of wheat in one year—carted their own seed and finished with an average acreage of 20 acres per day per man. No manure was used and it speaks volumes for the fertility of Allandale that an average yield of 45 bushels per acre was obtained. The seed was sown on the furrow and was given four or five strokes of the harrow.

This huge area of wheat was cut by the old back-delivery and hand-tied. Then it was carted and stacked in the oblong stacks 40ft by 18ft and threshed by the portable mill. The portable was shifted from set to set by eight horses. Then the wheat, thirty thousand sacks, was carted by team and loaded at Fairlie. What we now know as the Canterbury Farmers' Grain store was built and used by Allandale station as a grain store in those days. The bags weighed 243lb. each—four bushels—and were carted by four horse teams at 25 per load. Rumour has it that on one particularly hot day, 24 teamsters having unloaded, decided to "wet their whistles." Something startled the horses and the result was a runaway, with harness all the way from Fairlie to Allandale.

A sample of Allandale wheat took first prize at the Wembley Exhibition.

Wheat growing entered a new phase in the early 1900's with the subdivision of various stations and the advent of the reaper and binder.

Sufficient grain was grown to give two local mills a five months' threshing season.

The weights in sacks had by this time been reduced to 203lb. (3 1-3rd bushels). The horses were still the only method used to cultivate and transport.

Where, formerly, we saw many teams on the stations, we now saw these teams dispersed with 6 to 8 horses on each property and an era of real mixed farming. Wheat still remained the main cash crop. It was quite usual to find that the average wheat grown at that time per team would be from 40 to 60 acres.

The binder did much to ease the work at harvest time, as compared with the old back delivery—though it did nothing to ease the toil of stooking, carting and stacking, forking and building. So many of these trades are fast becoming forgotten—and they are trades.

Today we probably consider that we have advanced a long way from those old methods; but in this advance we have sacrificed much of the romance of those good old days.

All too often today we drive past our friends at 50 miles an hour with no time to do more than wave. Then it was most unusual to pass people on the road without taking time to pass the time of day—the horses could do with a breather.

The old-timers of the wheat days have all passed on. I am very pleased to record that a number who can remember the sub-division of these stations are still here, doubtless they spend a little time in reminiscences of those old wheat days. May I recommend to them that they recall such days as the first aeroplane seen in this district (almost sure to be piloted by a Wigley) and the effect on the horses. Many teams had to be unyoked that day. I can still remember the horses, with their heads cocked on one side, shaking with fright and surely wondering what sort of new bird had arrived.

Those who lived close to Mount Cook Road must surely remember the racing cars, tuned up by Mr Stan Jones, and tried out on the Kimbell straight. Our horses were already scared of aeroplanes, and these racing cars kept them at high-tension for months, and cost many a set of leading chains kicked to bits.

Rumour also records that the same chap who tuned up the racing cars at one time deliberately invited an old-timer to have a ride in one of these racing cars with the object of causing him a certain amount of uneasiness. This old timer, "Davie", had a cherry-wood pipe, a knife and a plug, and calmly proceeded to cut the plug for the purpose of filling his pipe. They passed at approximately 100 miles an hour, a man on a bike. The car was flat out and the driver admitted that he himself was a bit uneasy; but happened to notice "Davie" looking over his shoulder and said, "What's the matter Davie?" "Cripes," said Davie, "that chap you passed on the bike is trying to pass you again, you had better speed up a bit."

Many will recall the passing of the horse transport. First of all, we saw the old solid-tyred motor lorry and this in turn has given way to the modern lorry.

Coinciding with this came the passing of the old "Clayton" mills, to be replaced by the modern header-harvester.

We have lost that old friendly rivalry between Andrews' mill and Dick and Allen, and in losing that, have also lost a very fine crowd of tradesmen—in all those old harvest gangs and mill gangs, those great forkers, load builders and stackers.

Then also in the late 1930's we see the tractor start to displace the horse on the farm—we see the time arrive when, by machinery, we can do about six times as much as a good six horse team could do.

Wheat farming becomes quite easy now compared with forty years ago. We can now grow an area equal to those days with about one third of the work. Yet, I must record here, that along with all the other things which we have lost, we have also lost the wheat. No longer do we see anything up to 100,000 sacks of wheat loaded at Fairlie station.

Maybe others too, will agree that we have lost over-much, even though from every angle it appears that our land needs an occasional crop of wheat.

This crop is admirable to keep a correctly balanced land. Our old-timers would say, "This land needs a crop of wheat—it is becoming too fat."

Science today should say, "This land needs wheat to draw off surplus nitrogen."

Maybe the day is nearer than we realise, when once again, we shall see truck after truck of wheat being loaded at Fairlie station—though, I fear, never again shall the glamour of those old wheat days return.

W. B. TROTTER.

RAINCLIFF STATION.

Michael John Burke who had a run on Banks Peninsula was the first man to take up country in the Forks of the Opihi and Opuka rivers. That was in 1853. He was the first man to discover and also to drive a bullock dray through the Pass that bears his name.

In 1858, Burke sold 50,000 acres, also 2,000 sheep to two brothers Pernell who named it Raincliff. Parke Bros bought it in 1868. In 1875 Henry Hoare bought it and by ploughing and grassing it, carried 30,000 sheep by 1890.

Robert Mackay went to Raincliff to manage for Henry Hoare in April 1876. He was the father of the famous N.Z. Poetess, Jessie Mackay. Mackay had a famous Merino Stud on Raincliff for many years. Peacocks and Pheasants were there in great numbers in the bush and plantation and even when I was a boy there were peacock there. They were eventually exterminated by stoats and rabbit poison. For

many years a big old man Kangaroo was in the plantation and we used to hear of the horses he frightened.

Raincliff was never good wheat land but had the reputation second to none, for turnips. During the time Henry Hoare was at Raincliff some of the property must have been sold to C. J. & G. Talbot, Major J. Tondra, M. Gudex, T. Adams, W. Aitken, W. Gallen and James Braddick.

In 1900 when a Mr W. T. Richards was manager, most of the remainder was cut up into farms. The prices were not very high—a Raincliff paddock usually made a farm. From £2 to £3 per acre were some of the prices I have heard. When we consider that these paddocks were bare, by the time the subdividing fences were put up and the buildings added and considering the prices of wool and meat there wasn't much profit in it.

Working from the Fairlie side, from 1900 and onwards the first settlers were Sutherland and Aitkenson, Bruce Gillies, J. Waite, C. W. Isitt, Frank Herbert, B. P. Bartrum, Peter Harris, W. Doherty, J. Richards, Arthur Dixon, N. Harvey.

Arthur Hope took over the Raincliff Homestead of some 2,000 acres freehold and about 1000 acres leasehold.

In a place so scattered as this the children went to the Fairlie, Allandale, Rockwood, Hazelburn and Skipton schools.

Skipton School was opened on May 9th, 1904 with a roll of 12 pupils.

Miss Agnes Mackay was the first teacher.

First day pupils were:— Amelia Richards, Leslie Richards, Ivy Richards, Irene Bartrum, Oswald Bartrum, Cyril Bartrum. Andrew Davie, George Davie, Thomas Davie. William Dougherty, Hazel Dougherty, Fanny Dixon.

FRANK ISITT.

ALLANDALE.

Allandale was sold by the owners of Raincliff to James Wilson in the eighteen seventies. The boundary, working from Fairlie begins at the gorse hedge that starts at the Council plantation, runs on your right to Tondro's Road, over Westgarth's hill and continues along O'Connor's hill to Kirke's, turns sharply to the left at the entrance to the Gorge and is the boundary between Kirke and Drummonds. From there it goes to the Old Claxton Road and down to Kerrs' Crossing.

Allandale land is second to none in the district and is famous for it's wheat. Wheat grown here took first prize at Wembley against the world. It is also the best lamb fattening land in the district. In James Wilson's time I have counted 63 draught horses working at one time in one pad-

dock. Some years it had 3,000 acres in crop. From 1908 onwards it was cut up for closer settlement.

My farm, which A. Dobson bought was the dearest at £13 per acre, some of the others selling for as low as £4 per acre. John Wilson, son of James Wilson, kept 3000 acres near the Homestead for himself. I can well remember the big Clearing Sale which took three days.

In 1907 Allandale opened a school in the old white Cottage across the creek, while the new School was being built.

The first day pupils were:— William Coll, Geo. Tait, Margaret Tait, Mary Isitt, Frank Isitt, John Keay, William Keay, Tom Guinnessy, John Isitt, Mary Dobson, Alexandria Tait, Tom Dobson.

James Wilson gave 4 acres of land for the new school, the Education Board gave £100 and the Settlers £30.

The first teacher was Mr Fraser and after him came S. H. Sullivan, Misses Malling, Parr, Coomber, Christensen, Copland, Sneddon, Isitt, Upton, Brice, Mr E. Davison, Mr A. Stirling, Miss Pugh and Mr N. J. Douglas.

In 1908 the rest of Allandale was on the market, the Settlers being, C. Cordes, T. Archibald, A. L. Dobson, Cartwright Bros., John Mackay, T. Crampton, A. L. Dobson, M. Michael, W. Middlemass, A. Archibald, R. Farquharson, D. O'Neill, Jim Cameron, Tom Groundwater, J. Coll, J. Mc Millan, M. E. Connor, John Davidson and A. W. Shaw, C. B. Jones, A. Geddes and R. Middlemass.

The school was closed at the end of 1938, the pupils going to the Fairlie School by bus from February, 1939.

The school is used in the district now as a hall where many successful dances are held and where there is a very keen miniature Rifle Club.

Most of the farms are now occupied by a younger generation whose success is largely due to the Research of the Department of Agriculture in grasses and pasture control. This, with liming, has, in many cases, trebled production and restored them to their old fertility.

—FRANK C. ISITT

ASHWICK STATION

Ashwick in the early days was owned by Melville Gray, Mt. Melville being named after him in 1871. Then two brothers, Thomas and Herbert Seddon, bought it. In about 1892 John Mackay came to Ashwick from Moeraki, Otago, where he had been working for Mr Thomas Seddon. Later, Herbert Seddon sold his share to his brother, who carried on till his death. Mr Hamilton then took over and he then bought the Woolscour from Mr Richmond and John Mackay

went to manage it. Later he left to go farming. There were at Allandale two Seddon children, Nellie and Dickie.

—MRS E. J. MACKINTOSH

—J. SHUTE

ASHWICK FLAT.

Ashwick Flat which was at one time part of Ashwick Station consisted of thirteen blocks, the first holdings being occupied in the year 1889.

The first occupier was a man by the name of Dillon, but in a short space of time all the holdings were taken up. The first task that confronted the settlers was the building of a home for their wives and families. This was by no means an easy job, as both money and material were not too plentiful, and in many cases the houses were built of cob, which proved very satisfactory, as they were cool in summer and warm in winter, standing for many years with very little deterioration.

Before a settler could commence to build he had to pay 6 months' rent, which amounted to £5/11/10. That seemed to be reasonable as the size of the holdings was 314 acres.

Finance was the bug-bear to most of the settlers. Some of them were fortunate enough to get enough capital to put up the boundary fence, but it was a man by the name of Dealer Johnny Ross who drew the block, later occupied by William Ross that stocked the holdings for the settlers.

To those of us who know Ashwick Flat, we can visualise just how the Flat looked at that time. No one would say that those pioneers did not deserve all they got from their farms, as they endured many hardships.

The block east of the Monument was taken up by Alex Bain and is now occupied by Ben Jones. (Alex. was very keen on coursing and owned a good greyhound or two. Many a good match was staged on the Flat.)

Robert Allan took up the block west of Alex. Bain which later became known as "Allan-Burn" and it is only very recently that the cob house which he built was demolished and even at that time was in quite fair order.

Robert Allan was a great believer in plantations for shelter, and he was to a very large extent responsible for the planting of most of the trees on the Flat, growing the seedlings in his garden. When they were ready for planting out, he would supply his neighbours with their requirements. The Allans had twelve of a family.

Charles Jones took up the next block and farmed it very successfully. Charlie was very mechanically inclined, and was one of the first to operate a sawmill in that particular part. There was a family of ten—seven boys and three girls—Ted now occupies the property, which is a very up to

date farm today.

James Hornblow drew the next block and he at once set out to build a cob house and they lived in that building until such time as they left the district. Jimmie was a very good whistler and was a well known figure in many shearing sheds. There were five in the family, two boys and three girls.

William Cotterill drew the block next to the Devil's Den. Bill married Annie Hornblow. That block was later taken over by Les Whyte who married Mary Jones, but it now belongs to Gallagher Bros.

William Ross who procured the block that Dealer Johnny Ross had, used to breed some fine turkeys and many a good meal of turkey was served at their home. There were five in the family.

The Gallagher Bros. now have that property.

David Harvey, Vin and Jim Ballantyne had sections there, Charlie Whatman buying out Nin and Jim Ballantyne.

The property is now held by Mac. Black who married Maxine Whatman.

David Harvey had the block next to the school. Davie used to sing Loch Lomond to perfection. He was a good shearer and always wore bowyangs. There were ten of a family, five boys and five girls. Ted Jones has that property now.

William Woods drew the block next to Strathallan, and here again the cob house was in evidence until some years ago.

Billie's wool-shed was a community shed, many of the farmers shearing there.

Billie I think got a great kick out of the shearing. He liked company and enjoyed telling a good yarn.

Jack Grant had a block on the west of Charlie Whatman's. He was known as Black Jack. He never married. That property now belongs to Stephen Gillingham.

Do not let us forget the Settler's wives, who were noted for their hospitality. They did, under adverse conditions, do a grand job.

As practically all the settlers had large families a school was necessary and after having to wait some time for a building, the Ashwick Flat School was opened, on the 26th December, 1892. That may seem peculiar opening on Boxing Day, but they had been without a school for so long a period.

The first teacher was Miss Jessie McKay, who was followed by Miss Menzies, Donald Ross, Fred Oxley, Miss Lizzie Seyb, Mrs Grace Symes, Percy Berry.

Mr Burgess, Mr Bannerman and Mr Yates were others who taught at the school.

Robert Allan was the first chairman. He held that office for many years, ably supported by Charlie Jones, Davie Harvey, Charlie Whatman, William Woods, Jimmie Hornblow, Willie Ross, Alex. Bain who all played their part in their part in the affairs of the school.

The Swimming Pool for the school was a pond in Bob Allan's paddock. The first one in was lucky as there was about a foot of mud in the bottom, and it got very much like porridge in a short space of time. However, it did not seem to do anyone a great deal of harm.

It is gratifying to see that Mac Black, Ted Jones, Wilf. Allan, Ben Jones' Lads and the Gallaghers and others, still carry on the job of seeing that the old school, which has done such a great job in educating those early settlers' children is still kept in good order and condition.

A. G. BRADDICK.

TRENTHAM SETTLEMENT

Trentham Settlement was first taken up as a farm by Mr Mackay. The original area was approximately 1600 acres of which about 350 acres were tussock country. It is located about 7 miles north-east of Fairlie township.

Mr Mackay's daughter Jessie, who later became the first school teacher of Ashwick Flat school, was noted for her literary ability. There was also a son, Jack Mackay, who spent most of his life in the district. The next owner of the property was Mr Robinson.

Early in the 1900's, George Crampton acquired half the property, including the homestead block. The other half was taken over by Mr G. Langridge who built a home on the holding. This house, which was later known as "Waikarua" was used for a number of years as a telephone bureau. It is at present occupied by Mr Rex Crampton.

The original Trentham homestead, a house of 17 rooms was later destroyed by fire. Shortly after this, about 1910, the whole of the area was bought by the Government and the farm was cut up into seven smaller holdings which were balloted for by interested settlers.

The original farmers who drew these blocks were Messrs A. Robertson, C. Pitt, F. Crampton, P. O'Connor, F. O'Brien, D. Harvey and L. Robinson.

Several of these farms changed hands during later years and at present the area is being farmed by Geoff and Rex Crampton, (grandsons of the late George Crampton), and Messrs A. J. Salt, L. M. Harvey and R. Harvey.

REX CRAMPTON.

THE KIMBELL DISTRICT

In the early days mails had to be collected from Timaru. Later a Post Office was established at Fairlie Creek and mail for Three Springs Station was called for there. By 1881 the station was receiving mail (probably by private bag) on three days weekly. On 1st November 1897, a Post Office was opened under the name of Silver Stream, the name being changed to Kimbell at a later date.

Persons in charge of the Post Office have been: Mrs Jones, Mrs Cuthbertson, Mr Cuthbertson, Mrs Shute.

On 2nd September, 1901, a telephone was installed, and Kimbell had a post and telegraph office until 1930, when it was changed to a telephone office only. By 1938 the need for a telephone office was past, as most of the settlers had installed private telephones and the office was closed on 30th June. In 1930 a rural mail service was started, and the settlers still have their mail delivered at their gates for £1 a year.

The first school was held in a store building not far from the Silverstream Hotel and was opened in 1885. The first teacher was a Mrs Smith and the chairman was Mr Melville Gray. The roll number for the first year was 16 (10 boys and 6 girls). The expenditure on buildings and furniture, etc., was £210/3/6, and the teacher was paid £63/0/0 a year. Later a new school was built on the same site.

For most of the time one teacher had been in charge, but from 1918 to 1934, when the roll number averaged 35 to 52, two teachers were employed. Both teachers taught in the same room. At first the school was called Silverstream but in 1924 the name was changed to Kimbell.

The golden jubilee of the school was held in January, 1935, and was attended by a large number of ex-pupils from many parts.

The school house consists of five rooms and is nicely situated in a sheltered position about fifty yards from the school.

The following is a list of chairmen: Messrs Melville Gray (1st), Park (2nd), H. Ross, W. Halstead, D. Cuthbertson, H. Munro, Snr., A. S. Smith, T. B. Smith, O. Hyde.

The school has been closed for some time now and the children go to Fairlie School by bus. One of the teachers at Fairlie School resides in the school house at Kimbell.

Kimbell school teachers: Mrs Smith, Miss McGowan, Mr Cook, Mr Burn, Mr Pilkington, Miss Montgomery, Mrs Jones, Mrs Bates, Mrs McIlwraith, Mrs Ericson, Miss Cooper, Miss MacMahon, Miss Meredith, Mrs Miles, Miss Brown, Mr Baas, Mr Gourley, Mr Fee.

—JESSIE SMITH

OBSERVATIONS ROUND FAIRLIE

Went to Fairlie the other night to get some bread. First call was at the Library where Mrs C. Elms, Jnr., and sister-in-law Myra fined me a shilling for having kept the books a wee bittie too long. Next stop was C.F.C.A. where the school is well represented. The chairman of the School Committee, Bill Heads, is manager, and helping him are Findlay Munro, Bill Pinkerton, Bernie Welsh, Harold Shanks, Cass Dick, Rita Scarland, Joyce Bannerman, Helen Robinson, Teresa Forrester, Margaret Borland, Bryan Jackson, Henry Struthers, Alan Guard, and Gordon Allen.

Out in the street again. Struck Shaw and Perry, who say the sheep are a lot tougher than they used to be. Wally Smith and Bill Jones are running the N.M.A., assisted by Cecily Edward and Bill Fraser. Hec. Coutts is running the meat business, and by the look of the car I saw, doing quite well.

Albie Hay will be new to some of you. I often wonder what name Johnny Dick would have given him. Jack Fraser and his son Hugh seem to be in the running these days; they also run the Fairlie Show. Had a look in to tailor Mac, who has given wonderful service to the town. He had visitors. Through the smoke I saw Julius Siegert, Harry Williams, Pat Keenan, Pat O'Connor, Bob Anniss, Bert Riddle and Pat Quill. They were arguing politics. Dawn Salt is in the same building making the ladies lovely. She must have the inside running on politics. Charlie Stamp is still keeping us off the ground; we hope for many a day yet. Saw Dougal Cameron and he says the horses can't buck like they used to.

Hec Carlton still parks his car anywhere round the street, and he and Mick, Derek and Trevor run the timber and wood-working shop. Coming up the other side of the street, where John Bray used to be we have Frank Gibson, who can twist a piece of iron into all sorts of shapes and who keeps an eye on the milk supply of Fairlie. W. S. has a shop in the same building, of which John Robertson is the staff. Helping run the Post Office are Les Stevenson, Tom Creighton and Mary Dixon. This seems to be the best

little business in the town, and if they didn't help some of us with those forms, I don't know how we'd get on. On the Exchange are Ann Davis, Marie Cook, Marion Macauley, Betty Mills, Kathleen Edwards and Jean Harris.

Vern. Wall with the help of Mary Macdonald keeps us supplied with vegetables. Doug Elms, ably assisted by Nellie Macdonald, is still running the garage and school buses. In the County Council office we are represented by Mary Edwards and Harry Welsh, foreman, who, with their local knowledge, are doing good work. On the Council staff are Bob Braddick, Rex Smith, Ron Smith, Len Gardner and Harry Colgar.

Ran into Father Gregory, who wishes he could get hold of a Chevrolet car. Tom Clarke is still in the corner shop. There have been Clarkes there since I was a boy. George McLean, the hairdresser, is temporarily in the same building. Power Board Mac is still in business but getting a little short of water. Mrs Manaton is still in the trade and going strong. Tom Bussell's shop is owned by Dalgety's. They are in one half, the other half being occupied by Dolly Wood (Mrs Herb. Valentine), who is doing a roaring trade catering for the travellers and residents. Ted Gallen is the local hairdresser. He thinks people are too long between haircuts. Who should be there but his brothers Jim and Pat, both students of Bowen's, and think the new style will make the difference of three sheep each in two seasons.

In the grocery business next is Rowley Syder, a man whom we hope has come to stay. You will know Donald Matheson in Jones' Radio Shop. Another native is Bryan Edwards, manager for Millers, his co-worker being Shirley McElhinney, daughter of our constable. Doug and Alf Barwood run the garage and carrying show next door and seem to get their fair share of it. Also working at Barwoods are Peter Siegert, Alex Bateman and Jack Cassie. Ian and Stedley Jones are with their father, Stan, in Jones' Motors. Also working for them are Joy Bates, Donald Mills, Ray Irving, Ray Welsh, Bert Bates, Colin Neill, Bill Cordes and Dick Guard. Some more natives run Pyne's—Archie Cuthill, Len Smith, Michael Corbett—all ex-pupils. Seem to hold their own with the best of them.

The business formerly owned by Bunny Clark is now run by Mervyn Davis, with Fiona Shanks helping him.

Harry Foden is still carpentering in the same place. Pat McAteer owns the Glandstone Hotel. Charlie Elms

has a garage and Fred Allen and the Mt. Cook Co. are in the carrying business. John Wade, with Bill Harris, Jr., has a carpentering business and workshop. Bert Riddle is a free lance carpenter. Molly Malaquin (nee Hanifin) capably welcomes the new babies at the hospital. And that's Fairlie, 1954.

—FRANK C. ISITT

HISTORY OF THE SHERWOOD DOWNS SCHOOL

(By S. P. BRAY)

In the early days before closer settlement took place, or the Sherwood Downs School district, taking in the whole of the area north of the Opuha River, was formed, children from Sherwood Downs Station either walked or rode the $4\frac{1}{2}$ miles to the Ashwick Flat School which was first opened in 1892 with Miss Jessie Mackay, who afterwards became one of the Dominion's best known writers, as the first teacher.

Two children who always walked the full distance, winter and summer, were May and Joe Butters, and one year these two children were successful in winning the attendance prizes.

Children from Clayton Station were boarded in Fairlie, but from 1879 onwards, two boys whose father, Mr William Keay, owned Corra Lynn, rode the 10 miles to Fairlie each day, that being the nearest school at that early date.

It was not until 20th March, 1912, that Sherwood Downs Station, comprising about 10,000 acres of freehold and 47,640 acres of Crown leasehold, making a total of 57,640 acres altogether, and which had been surveyed into 16 farms ranging from 216 to 535 acres in size, and 10 grazing runs of from 1,332 to 14,711 acres, under the Lands for Settlement Act, was balloted for. A large number of applications were received, ranging from 10 or so for some of the farms to about 70 for the most favoured run.

Most of the successful applicants, who came from all parts of Canterbury and Otago, were single men and these, including 7 partnerships, numbered 22 against 11 married men, only 4 of whom had children of school age at the time. As a consequence, although a school reserve of $4\frac{1}{2}$ acres had been set aside at the junction of Clayton and Butlers roads, the South Canterbury Education Board, which, under the chairmanship of the late Mr John Rutherford, was the controlling authority at that time,

asked these four settlers to make use of the Ashwick Flat School in the meantime, as it was known that a settlement for returned soldiers from World War I was to be formed later on on part of the adjoining Clayton run, and when it was known how many holdings there were to be, the Board would be in a better position to judge what accommodation would be required to serve the children of the district.

To this the settlers who were directly interested consented and in anticipation of the agreement being carried out working bees were organised to fence the school reserve and plant suitable trees so that everything would be in readiness for the school building later on. However, before the soldier settlement sections were balloted for, a successful agitation was commenced by certain enterprising people on the western side of the Settlement to have a fresh site chosen, which, while perhaps being more central at the time, was certainly not likely to be so after the soldier settlers arrived. The claims of the Clayton homestead were also disregarded in the matter.

The fact that bachelors, being householders, had the same voting rights as parents, led to an amusing incident on one occasion. The chairman of the Board, with some of the members, arranged to meet the settlers on the spot to see if some agreement could not be reached regarding the site and, as those who were in favour of a change were quite frank (in private, of course) in admitting that they thought a school nearer their holdings would increase the selling value of their sections, they were there in full force. After some preliminary discussion, Mr Rutherford asked three men in succession how many children they had, and each man in turn confessed to being in a state of single blessedness. This experience appeared to "rock" him a bit, for drawing himself up (he was well over 6ft and weighed 20 stone), he asked in a tone of bewilderment, "Where are the married men?" and in reply, four or five of us stepped forward confessing to have families, but all the same we were outvoted.

When the school was finally opened on Plantation Road on 1st November, 1916, most of the children either rode or drove ponies to school as the district is a very scattered one and distances up to 6 miles had to be covered, winter and summer.

The first teacher was Miss Dorothea Strachan, and during the whole of the 24 years of the school's existence, it can be said that the district was fortunate in securing a

succession of capable and conscientious teachers. Miss Strachan was succeeded by Miss Annie Beattie, and those who followed were: Miss J. E. Hope, Mr R. Grieve (temp.), Miss M. K. Isitt, Miss L. B. Lane, Miss M. E. Rowe, Miss G. L. Riddle, Miss M. Cooper, Mr C. W. Reid. At different times Miss Marion Annan and Miss Hamilton were relieving for some months until a permanent teacher could be found.

Owing to the scattered nature of the district the attendances were never very large and would average about 20, the number of ponies in the holding paddock being quite a feature of the school, while from the first, some children whose homes were four or more miles distant were boarded away or other provision made for their education as the severe winter climate made the long daily journey a distinct hardship, especially for the younger children.

In time, a suggestion was put forward to consolidate the school on Fairlie and the then chairman of that school, Mr C. J. Talbot, addressed a meeting of settlers and explained the advantages of the proposal. However, this met with such a hostile reception from those with no direct interest either in children or education, that the matter was dropped in the meantime, but, to demonstrate the feasibility of a bus service I put one on the road at my own expense in 1925 and ran it for three years and carried an average of eighteen primary and secondary school children, including six or seven of my own family.

At the end of three years I found I was a full thousand pounds out of pocket over the matter and discontinued the service and a car was substituted for the bus. By 1940 the attendance at the school had dropped to about 14 or 15 and there was an equal number of children either boarded away from home or conveyed by motor car to Fairlie each day, so a fresh attempt was made to have a regular bus service provided, the proposal as before being met with bitter opposition on the part of those not directly interested.

Finally, after I had visited Wellington two or three times, the then Minister of Education, the Right Hon. Peter Fraser, sent the Secretary of the Department, Mr Bengé, to report, and after personally interviewing every parent with children of school age, he advised the Minister to put on a bus, but in the meantime to leave the school open. This was done, but the school soon closed for want of support, as, of course, those who were most opposed to consolidation, had no children to send in order to keep the attendance up.

Mr Bengé's recommendation left the issue entirely in the hands of the settlers with children of school age and so brought to a close a long and at times rather bitter controversy that was always as regrettable as it was unnecessary and, incidentally, not only inflicted a good deal of hardship on primary school children, but deprived others of a chance of obtaining a secondary education, owing to the want of transport to the Fairlie District High School, 10 or 12 miles away.

Consolidation has proved an undoubted success in a district like Sherwood Downs, especially as the winter frosts are sometimes extremely severe, and has been the means not only of providing more comfort and better educational facilities for the local children, but also a much happier school life with the chance of taking part in organised games.

THE COACHING DAYS

KERR & FRAYNE stables were situated on the present site of the Aorangi Hall. This was where, on arriving in Fairlie after travelling several miles, one could take a weary horse, with gig and harness complete, and could be assured of a refreshed and well fed animal, groomed, harnessed, and ready for the road again on returning to the stables at the end of the day. Hacks, harness horses and gigs were also available at the Livery for hire.

These stables were run in conjunction with the Livery and Bait stables, where horses of the mail and tourist coach teams were tended and kept in readiness for their long journeys into the back country. While horses on the day's schedule were stabled, those remaining were comparatively free for the day.

A familiar item on their day's timetable was their daily trip to the riverbed for grazing. The gates were opened and the horses were driven, or on some occasions made their own way down a worn track via what are now Talbot, Gray, and Argyle Streets, then down a right-of-way past the site of what is now the Fairlie Domain and on to the riverbed. Where these horses once grazed is now thickly overgrown with gorse and broom. They were collected again by the attendant in the late afternoon and brought back to be fed and turned out into the surrounding paddocks. A common occurrence was for the horses to arrive home unattended and by their own inclination at the usual time.

This was the winter abode of those horses used for the mail coach. Only two horses were necessary, due to the lack of tourists during the winter months, the trip being made solely for mail delivery. Constant changes of horses were made, all taking their turn. This trip was made once weekly to Pukaki, the only stops between Tekapo and Pukaki being the Balmoral Station, Wolds Station, and Simon's Pass Station. A four wheel open express was used on these journeys.

The Livery and Bait stables, operated also by Kerr and Frayne, stood on the present site of Barwood Motors. Three teams were operated between Fairlie and the Hermitage. At Fairlie the team consisted of seven greys, five being in use, with two spares. At Tekapo was stationed a team of seven chestnuts and at Pukaki a team of seven bays. A driver and stable hand were in attendance at both Tekapo and Pukaki stables.

Twice weekly during the warmer months the journey to the Hermitage was made in a double-decked coach with seating accommodation for up to ten passengers and also to deliver mail bound for Burke's Pass, Tekapo and Pukaki, and the Hermitage. Thus the greys, driver, passengers and mail began the first stage of their journey. A change of horses was made at Tekapo, where the team of chestnuts awaited the greys, harnessed and ready for the journey to Pukaki. Lunch was served at Tekapo Hotel (since replaced by Takapo House) and the journey was resumed. At Pukaki both passengers and team spent the night. The following morning another change was made to the team of bays and a change of driver was also made for the completion of the trip to the Hermitage. The night was spent at the Hermitage and the bays fed and prepared for the return trip to Pukaki.

Passengers and mail from the Hermitage then boarded the coach, and the return trip was under way to Pukaki. At the crack of dawn the chestnuts were waiting, rested and ready for the road once again with passengers and mail. Drivers were again changed and the original driver made the return trip to Fairlie, his only stop being Tekapo where the chestnuts were replaced by the original greys to complete the trip.

On one occasion at Pukaki, Mr John Cowley, who was the driver at the stables where preparatons were being made for the due arrival of the coach from Tekapo, rather hurriedly drew the coach out of the shed and unwittingly released his grip to close the doors; he turned round only to see the coach quickly slipping down the steep incline

towards the river to bury all but the shafts. This incident proved a costly one as a diver was summoned from Timaru, and with helpers it took several days to salvage the wreck.

Feed was stored in sheds at both Tekapo and Pukaki. Only three horses were stationed there for the winter, the others being returned to the Fairlie stables until the tourist season reopened.

—F. KERR

THREE SPRINGS STATION

Three Springs Station was originally owned by Mr Kimbell. Its southern boundary was School Road—over the Albury Range to the Rollesby Valley to Burke's Pass, and then to return to Fairlie via Horseshoe Bend and the main Mount Cook Road.

Portions of the run were sold from time to time and in October, 1899, when the Crown finally acquired the property under the Land Settlement Act, at least two-thirds of the property had already been sold.

The area now known as Hope-Stanton was owned partly by A. Hope and partly by A. Grant. Guthrie's block has now become Aires Station; J. McKae's block is now known as Single Hill; Fraser's was bought and included in Nga-Punawai by Mr LeCren.

Fontmell was originally purchased by John Nixon, who sold it to purchase Nga-Punawai.

Mr John Goodwin had bought the property which is still held by his family, and he also held T. Stanley's block on the northern boundary, and John Sim's block on the southern boundary. "Poplar Downs" was owned by J. Gould and J. Anderson in partnership, and the southern portion by T. Foden and J. Osborne. Thus in 1899 the Punaroa Settlement came into being, going to final allotment on the 27th April, 1900.

The land consisted of 7,035 acres of farm land, together with 2,143 acres of tussock, and was subdivided into 17 holdings on the lease in perpetuity system, or L.I.P., as it is commonly called.

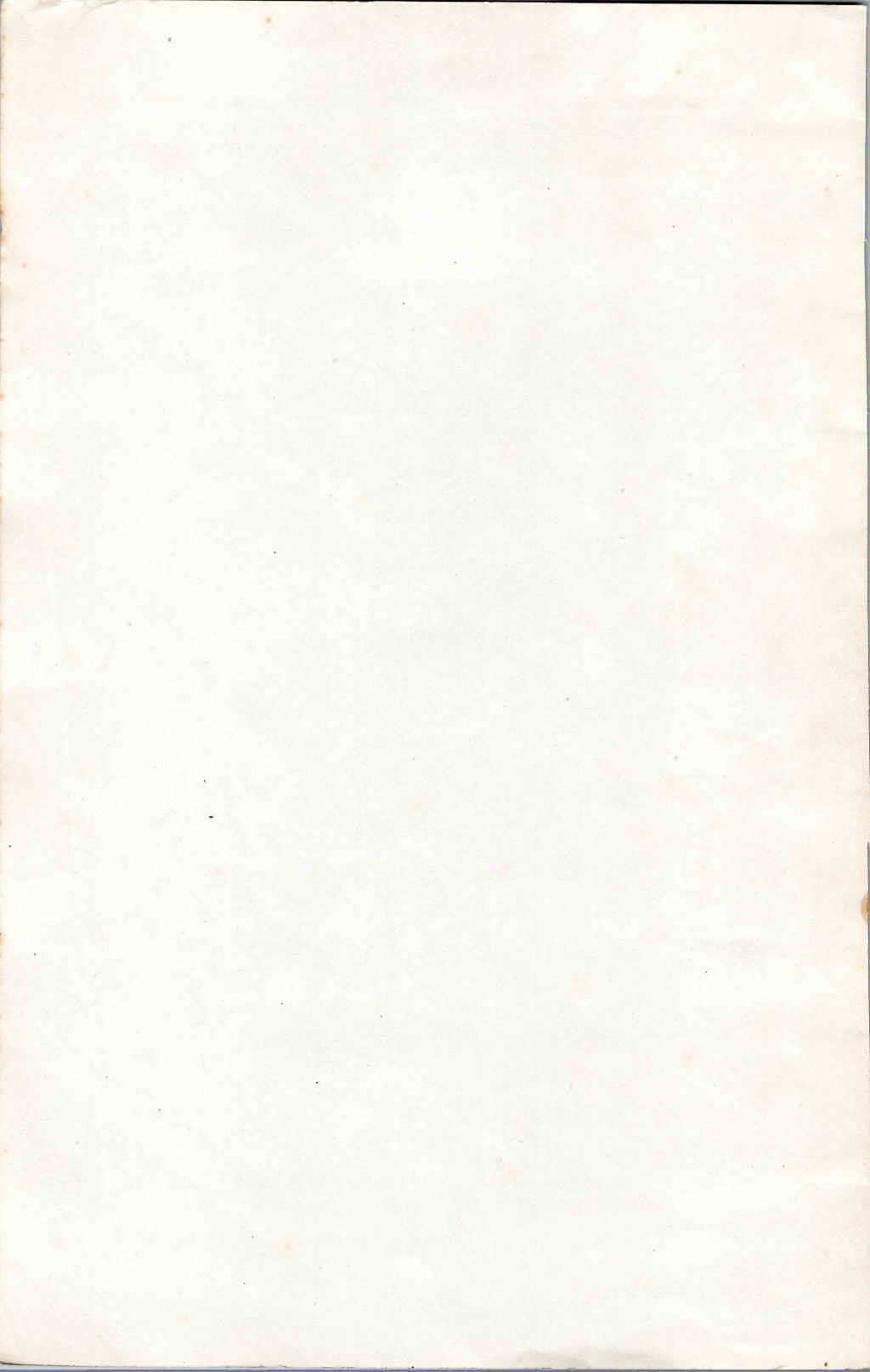
The property is situated north-west of Fairlie and ranges in altitude from 1,200 feet to 3,635 feet above sea level. The foundation is chiefly limestone, excepting the alluvial flats near the roads and creeks, and the hill blocks of the small grazing run. The soil is generally of very good quality, the situation admirable and, in fact, this settlement compares very favourably with the best land in the district. Good crops of grain can be obtained; but this land is specially suited to pastoral farming. For healthy

sheep country, it is considered that none healthier or better is to be found in Canterbury, and the sheep are farmed for their size and quality.

The list of the successful applicants appears below, together with the 1912 list and 1954 list. As will be seen, some properties have passed through several hands while others still remain under the tenure of the families of the original drawers.

—W. B. TROTTER

Punaroa	Balloted in 1900	Occupied 1912	Occupied 1954
Pt. Lot 3—	A. Adamson	George Keefe	Waters
„ 5—	Brien	Harry Brien	Keenan
„ 6—	Cox	George MacDonald	Riddle
„ 1—	Keenan	Patrick Keenan	Keenan
„ 1—	Harris	George Dabinett	Page
„ 2—	Finlay	William Sutherland	Page
Pt. Lot 3—	Trotter	John Trotter	Trotter
„ 4—	Doyle	Ernest Doyle	Giddings
Pt. Lot 5—	Manaton	Robert Pinkerton	Giddings
„ 6—	Merrin	Charles Pilkington	Keenan
„ 7—	McLauchlin	George Giddings	Giddings
„ 1—	Leitch	Robert Leitch	Oldfield
„ 1—	Waters	Dudley Waters	Waters
„ 2—	Ross	Hugh Ross	O'Connor
			Goulter
„ 4—	Wilson	Mary Jane Wilson	Dick
„ 7—	Muir	Arthur Bushell	Ludemann
„ 2—	Arden	William Arden	Goodman





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